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ALL HANDS

FORMERLY THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

CUMULATIVE REFERENCE INDEX • 1945

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A selective, cumulative index of printed issues through DECEMBER 1945

KEY TO INDEX

*—Indicates photograph, illustration or chart. Page references are by month:year:page. (Example: 6:45:28 means Page 28 of the June 1945 issue.) The symbol (ltr ed) indicates item is a letter to the Editor and answer.

NOTE: To conserve space, the following subjects have either not been indexed at all, or only under special circumstances:

COMMUNIQUES and the actions reported therein have not been indexed; they may be found by date by referring directly to the issue of ALL HANDS or INFORMATION BULLETIN for the month involved. (Example: Any action reported in a communique issued between the 21st of October and the 20th of November 1944 will be found in the December 1944 issue.) However, important operations reported by separate items in the magazine are listed under geographical place names.

DECORATIONS and CITATIONS are indexed only for Medal of Honor winners (listed by name of recipient) and Presidential Unit Citation winners (listed by ship or unit).

NEWS of the Navy, Ship and Stations, and Home Front is indexed only when of specific reference interest.

PERSONAL NAMES are indexed only when the individual is himself the subject of the item.

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INFORMATION BULLETIN

JANUARY 1945

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JANUARY 1945 NAVPERS-0 NUMBER 334

VICE ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel

REAR ADMIRAL L. E. DENFELD, USN
The Assistant Chief of Naval Personnel

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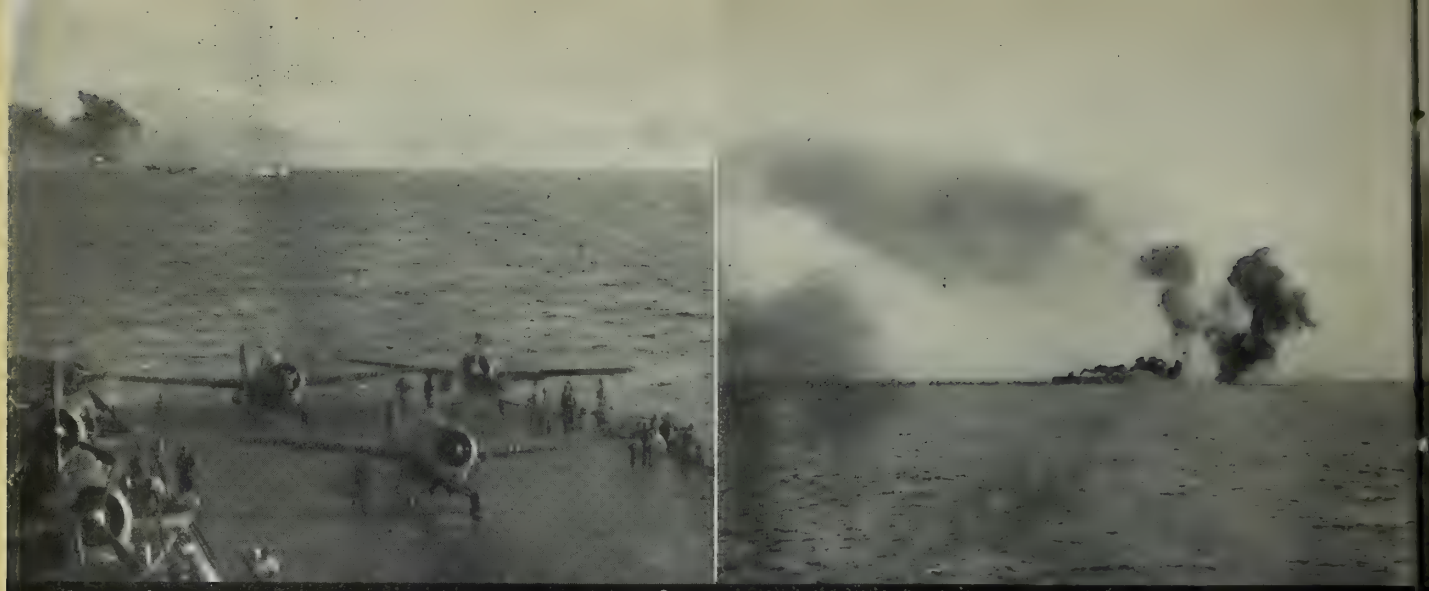

Jap salvos miss narrowly as battle force shelled our escort carriers off Philippines on 24 October.

They Ran... But Won

How CVEs, DDs and DEs in an Unexpected Battle Defeated a Powerful Unit of the Japanese Fleet

IT wasn't planned that way: the job of our CVEs, standing off Samar Island on the morning of 24 Oct. 1944, was to provide air support for the five-day-old invasion of the Philippines. They weren't there to fight a fleet engagement.

But they did—and they won.

How they won, whipping and turning back a powerful unit of the Japanese Fleet, makes one of the strangest stories ever told of war at sea:

- The losers had heavy odds in their favor. The winners, even as they won, thought they were lost. They were running all the time they were winning.
- Gallant U.S. DDs and DEs, at the height of the chase, whirled about from get-the-hell-out formation, raced to within 4,500 yards of Jap BBs and CAs, launched crippling torpedo attacks and peppered their big opponents with gunfire at pointblank range.
- Our carrier planes, after they had spent their ammunition and torpedoes, divided enemy fire and sped his rout by making dummy runs on his ships, some dropping their extra gas tanks as make-believe bombs.

It all started quietly enough—if even the routine launching of carrier aircraft can be called quiet—with the planes, setting about their normal day's work over Leyte, taking off before dawn that morning from the three escort carrier groups.

On the south, closest to the mouth of Leyte Gulf, was the group commanded by Rear Admiral Thomas L. Sprague, USN, who also was in overall command of the three groups. In this group were the CVEs *Petrof Bay*, Capt. J. L. Kane, USN; *Sangamon*, Capt. M. E. Browder, USN; *Santee*, Capt. R. E. Blick, USN; *Savo Island*, Capt. C. E. Ekstrom, USN, and *Suwanee*, Capt. W. D. Johnson Jr., USN.

In the center group, under Rear Admiral Felix B. Stump, USN, were the *Kadashan Bay*, Capt. R. N. Hunter, USN; *Manila Bay*, Capt. Fitzhugh Lee, USN; *Marcus Island*, Capt. C. F. Greber, USN; *Natoma Bay*, Capt. A. K. Morehouse, USN, and *Ommaney Bay*, Capt. H. L. Young, USN.

To the north, closest to the approaching but undetected Jap force, was the group commanded by Rear Admiral C. A. F. Sprague, USN: the *Fanshaw Bay*, Capt. D. P. Johnson, USN; *Gambier Bay*, Capt. W. V. R. Vieweg, USN; *Kalinin Bay*, Capt. T. B. Williamson, USN; *Kitkun Bay*, Capt. J. P. Whitney, USN; *Saint Lo* (formerly the *Midway*), Capt. F. J. McKenna, USN, and *White Plains*, Capt. D. J. Sullivan, USN.

This northern group was the only one whose carriers came within range of the Jap warships' guns in the action, one of three major engagements in the three-day Battle of the Philippines (INFORMATION BULLETIN, December 1944, p. 2).

Two of its ships, the *Gambier Bay* (lacerated by a score of hits from Jap CAs' 8-inch guns) and the *Saint Lo* (victim of an enemy divebomber after his surface forces had broken off the engagement), were the only carriers lost from the CVE force. Its escort of three DDs and four DEs, under the tactical command of Comdr. U. D. Thomas, USN, included the other U.S. vessels lost in the action, the destroyers *Johnston*, commanded by Comdr. Ernest E. Evans, USN, and *Hoel*, Comdr. L. S. Kintberger, USN, and the destroyer escort *Samuel B. Roberts*, Lt. Comdr. Robert W. Copeland, USNR.

At 0500, an hour and a half before sunrise, this group launched its combat air patrol for Leyte and, at 0545, its local combat air patrol, antisubmarine patrol and its first strike on Jap beach positions on Leyte. Exactly an hour later one of the pilots of the local anti-sub patrol reported sighting an approaching enemy force of battleships, cruisers and destroyers.

These were the Japs, or most of them, which had been attacked in the Sibuyan Sea the day before by aircraft of the 3d Fleet—now battering another enemy force, including battleships and carriers, well to the north off Luzon. Despite damage, the Jap force had come through San Bernardino Strait during the night and now was swinging around Samar toward our transports, landing craft and supply ships in Leyte Gulf and the still narrow beachheads there.

Expecting to meet no such enemy fleet, the commander of the northern CVE group, Rear Admiral C. A. F. Sprague, ordered that the contact report be checked and verified.

He tells the story from there:

"The report came back: four battleships, seven heavy and light cruisers and about nine destroyers—with pagoda masts. Simultaneous with the pilot's verifying report, we sighted antiaircraft fire. The whole Japanese force had opened up on him. I knew we were in a tough spot. I didn't think anything could save me, since the Japs were reportedly making 30 knots my way.

"The only thing to do was to think of something to do. I ordered my screen to drop back astern of the carriers and make smoke. We made smoke, too, and immediately launched all our planes. Fortunately, the wind was right. My course was 90 degrees and the wind was from 70 degrees, so I could run and launch at the same time.

"To the north of us there was a rain squall which extended out of sight. It wasn't thick, but the squall, combined with our course change, gave us a few minutes' breather.

"I didn't like our 90-degrees course, for the Japs could have stayed on it forever. I asked for all possible aid and assistance from our forces to the south and also ordered the Leyte

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Said skipper of a CVE unhit in two and a half hours of attack: "I guess we'd been living right."

Official U. S. Navy photographs

strike to return immediately. Then I ordered a course change to the south.

"I figured we'd be blown out of the water the instant we came out of the rain squall. But, for some reason, the Jap fleet failed to cut across the triangle to cut us off. Instead, they followed us the long way around and, when we came out of the rain squall, their ships were no closer to us than they had been when we entered it.

"I figured we might as well try to do some damage, since it seemed certain we were in for it; so I ordered the escorts to launch a torpedo attack.

"It was a very gallant attack. One of the destroyers got a direct torpedo hit on a battleship."

[The destroyer *Hoel* made two torpedo runs under effective, close-range enemy fire, launching half a salvo each time, in attempts to stop both the enemy's battleship and cruiser columns. The first is believed to have damaged the lead BB. The second, made on one engine and by hand steering after the ship had been seriously damaged by Jap shells, struck home on the lead enemy CA so effectively that she was scuttled and abandoned. The *Hoel's* guns scored numerous hits on battleships, cruisers and destroyers before she went down after taking some 40 large-caliber projectiles through her thin skin.

[The second U.S. destroyer lost in the action, the *Johnston*, also attacked successfully with both torpedoes and gunfire, at one time challenging an enemy cruiser at pointblank range to draw her fire away from the damaged CVE *Gambier Bay*. After more than two hours of almost continuous firing, during which her guns were knocked out one by one, the *Johnston* went down in the midst of the Jap fleet.

[The story of the third escort sunk off Samar that morning, the DE *Samuel B. Roberts*, is similar: a successful torpedo attack under suicidal conditions, followed by gun duels at 4,000 to 5,000 yards with vastly superior enemy ships until—dead in the water and sinking fast—she was abandoned. Cameramen on Jap warships only a few hundred yards away took moving pictures of her survivors as they struggled to their liferafts. They, with those of the two destroyers and the *Gambier Bay*, drifted two days and two nights before being picked up.]

"The Japs (Admiral Sprague's narnative continues) then sent a number of their cruisers up on our port hand, and the destroyers on our starboard hand. The battleships stayed at the rear, and all the guns that could reach us were firing.

"During the two and a half hours of the attack, I estimate that 300 salvos were fired, of which only one scored a vital hit on any of the carriers—a shell caught the *Gambier Bay* below the water-line, flooded an engine room and knocked the engine out. Her reduced speed made her fall behind, and the Jap forces passed her by, scored more hits and sank her. At the same time three of the escorts (two destroyers and a destroyer escort) took hits which sank them.

"I emerged from the surface engagement with five of my six escort carriers intact, although some of them had been hit. The *Kalinin Bay* had taken several hits, including one from a major-caliber shell. My flagship, the *Fanshaw Bay*, had also taken hits. A near miss had raised the *White Plains'* stern out of the water and damaged her, but she was still operating her flight schedule.

"During the surface engagement, we made frequent course changes to throw the Japs off in their gunnery problem. Each individual ship captain *chased* the splashes from the Jap salvos. It was miraculous that we emerged as we did.

"When the range between the two forces got down to where the Japs came within reach of our escort carrier five-inch guns (there was one on the stern of each escort carrier), we

'Against Such Teamwork the Enemy Could Not Prevail'

The following message was sent by Rear Admiral Thomas L. Sprague, USN, *commander of escort carriers, to all ships and units that participated in the CVE action off Leyte Gulf on 24 October.*

To the officers and men of the escort carriers and to the kin of those who were lost: These carriers have participated in one of the decisive battles of this war. The aircraft of these carriers not only have met and defeated enemy attacks in the air but they have turned back a large enemy fleet composed of his most modern ships.

Rear Admiral Thomas L. Sprague

The intrepid courage, skill and fighting spirit of the pilots and aircrewmen were superb. Never have fighting men had a greater task and never have fighting men performed their duty with greater determination and distinction. The seamanlike handling of the vessels, the brilliant offensive and defensive work of the screen, the cool accuracy of the gunnery, the sustained and imperturbable handling of planes on deck, the calm singleness of purpose of the rearming and gasoline details, the prompt and efficient action of the damage-control parties and the engineers—all contributed to turning the tide of battle to victory.

Against such teamwork the enemy could not prevail. I am proud to have been privileged to be present and observe your achievements. May God bless every one of you and may the citizens of your country forever remember and be thankful for your courage.

To the mothers, fathers, sisters and brothers, wives and sons and daughters of those who were lost I say: Do not be sad. Be comforted and inspired in the thought that the victory for which these men so freely and courageously gave their lives has contributed immeasurably to the final defeat of the enemy.

opened up and got hits, observable from both our ships and the air. While our five-inch gun was firing from the flagship, one of the battery officers said: 'Just hold on a little longer, boys, we're gettin' 'em into 40-millimeter range.'

"Meanwhile, all our own planes, and planes from Admiral Thomas Sprague's force (70 miles to the south) and Admiral Felix Stump's force (30 miles to the southeast), were working the Jap ships over and doing considerable damage.

"Some of the Wildcat and Avenger pilots from Admiral Ofstie's carriers—he [Rear Admiral Ralph A. Ofstie, USN] was my second in command—were making dummy runs on the Japs after their ammunition and torpedoes had been expended.

"When the Japs finally turned away, a signalman on my bridge said: 'Dammit, they're getting away.' At the time, I didn't know why the Japs had turned tail. But upon analysis, I concluded that it was because they had suffered too much damage to continue the attack.

"One cruiser had been sunk, a destroyer had gone down and a badly damaged cruiser was sunk later by planes from Admirals Thomas Sprague's and Felix Stump's carriers. Our planes scored many bomb and torpedo hits and I learned that every single one of the Jap ships had either been hit or sunk."

[Another destroyer from this Jap force was caught and sunk that night by returning units of the 3d Fleet before she could get back through San Bernardino Strait, and a heavy cruiser and a light cruiser were probably sunk in the Sibuyan Sea next day by U.S. carrier aircraft harrying the retreating enemy.]

"Then, too, the Japs may have heard that Admiral Oldendorf's force [battleships, cruisers and destroyers under Rear Admiral Jesse B. Oldendorf, USN, which blocked Jap entry into Leyte Gulf through Surigao Strait] had wiped out the southernmost Japanese force and that their northern carriers had been polished off. They knew, too, that a heavier surface action awaited them if they tried to force an entrance to Leyte Gulf.

SMOKE towers over stricken CVE Saint Lo, hit by Jap divebomber after coming unscathed through shelling by BBs and cruisers.

I am of the opinion that the Japs just couldn't continue on, they had to retire.

"They turned around at 0925. Thirty minutes later, we began landing our planes. Twenty minutes after that, eight Jap divebombers appeared at 5,000 feet, without previous warning. Each of them picked out a carrier but only one of them made a decent attack. His bomb went through the flight deck of the *Saint Lo*, exploded while bombs and torpedoes were being loaded onto our returned planes. Fire broke out, then two explosions, the second of such tremendous force that I knew the *Saint Lo* was gone.

"I immediately ordered our four remaining escort vessels to stand by and pick up survivors. We had been through so much by then that it didn't seem to make any difference whether we had escorts with us or not. I'm glad I made that decision. The losses on the *Saint Lo* were low—we picked up about 750 men. Losses on the *Gambier Bay* were low too, considering that she dropped back into the middle of the Jap fleet. Approximately 730 of her crew were saved."

[Of the *Saint Lo's* 750 survivors, some 400 were wounded and 75 were stretcher cases. In orderly fashion, all were removed over the side and into the water in 24 minutes despite continuing explosions which prevented the escorts from approaching until the ship had gone down. Her skipper, Capt. F. J. McKenna, USN, particularly praised the work of the escorts, themselves damaged, in returning to pick up his survivors despite the danger from Jap land-based divebombers.

[Survivors of the *Gambier Bay* had to abandon their ship right under the guns of the enemy heavy warships, making immediate rescue impossible. They were in the water 40 to 48 hours before being picked up.]

"The *Kalinin Bay* and *Kitkun Bay* were hit during the divebombing attack, but neither was seriously damaged. Three of the eight divebombers were shot down before they could make an attack and two other attacks were avoided by the maneuvering of the carriers.

"We continued on south after the air attack, because I wanted to join forces with Admiral Thomas Sprague's outfit and get an escort. During this period, we were landing and rearming our planes and sending them off to attack the fleeing Jap fleet, which was heading toward the San Bernardino Strait. We kept this up until nightfall.

"When darkness came, we were 20 miles north of Admiral Thomas Sprague's force, and being trailed by

(Continued on page 55)

Official U. S. Navy photographs

DDs and DEs brave hail of shells to lay smoke screen for CVEs under close-range attack from Jap battle force.

How CLs and DDs Saved 1,440 from Doomed CVL

Two cruisers and four destroyers wrote their names memorably into the history of the Battle of the Philippines on 23 October when they nosed in under the very gun sponsons of the firestricken light aircraft carrier USS *Princeton* to fight roaring flames and take off that ship's officers and men.

Ignoring the danger of fires raging around ammunition-packed magazines and high-octane gasoline tanks and lines, whose explosion could demolish all of them, the following ships were responsible for removing 1,440 officers and men from the doomed *Princeton:*

The light cruiser USS *Birmingham,* commanded by Capt. T. B. Inglis, USN; the light cruiser USS *Reno,* Capt. R. C. Alexander, USN; and the destroyers USS *Irwin,* Comdr. D. B. Miller, USN; USS *Cassin Young,* Comdr. E. T. Schreiber, USN; USS *Morrison,* Comdr. J. R. Hansen, USN, and USS *Gatling,* Comdr. A. F. Richardson, USN.

After the *Princeton* had been damaged these ships moved in against her hot sides, directing high-pressure streams of water into the flames and aiding personnel scrambling down from her overhanging decks directly to the forecastles below.

Capt. William H. Buracker, USN, commanding officer of the *Princeton,* put into words the feelings of his whole company when he said: "The 1,440 *Princeton* survivors owe their lives to the gallant work of these ships which fought the fire."

Official U. S. Navy photographs

Photographs above and at top of page show rescue ships fighting fire on Princeton after she was hit by bomb.

Official U. S. Navy photograph

Wounded combat veterans train for return to duty by brushing up on aircraft recognition at naval hospital.

Reducing the Human Cost of War

Navy Rehabilitation Program Refits Disabled Men For Further Military Duty or Return to Private Life as Strong, Useful, Self-Sustaining Citizens

BECAUSE the last war was relatively short, complete attention was not given the subject of rehabilitation until the war was over. Many lessons have been learned from that experience. There is a different concept this time. Vice Admiral Ross T. McIntire, (MC) USN, Surgeon General of the Navy, expresses it this way: "Proper rehabilitation starts the day a man is wounded or breaks down."

In line with this, the Navy has developed a broad program which involves a number of new ideas and is showing bright promise. The goal is what the doctors call "maximum adjustment"—that is, putting men back into the finest shape possible, either for further military service or for return to civilian life. If a man is to return to active duty, then the intention is to send him back better prepared than when he entered the hospital, better able to play his part in the Navy. For the man awaiting discharge, the goal is to return him to civilian life with the least possible handicap from his disability and the highest possible preparation for life as a civilian.

Disabled men returned to civilian life will have their disability allowances, it is true. But, as the Surgeon General has said, they must not be led to believe they should live on the money paid them as a pension. The Navy program tries to develop abilities to counterbalance disabilities, and to instill in every disabled man the determination to play a useful role in his local community. Rehabilitation in this light consists of turning out men who are strong, self-reliant, self-sustaining and self-confident, men who can get along in any company. This is important both to the man himself and to the nation as a whole.

The plan is to provide complete medical and surgical treatment, and supplement this with training and welfare services which go beyond ordinary hospital care. For these the Bureau of Medicine and Surgery, whose responsibility the rehabilitation program is, calls upon the Bureau of Naval Personnel. Thus expert help and guidance is invoked at once on behalf of any man who is incapacitated. This new type of human "damage control" goes into action regardless of whether the man can be restored to duty or must be discharged to civilian life. The heartening news is this: The human cost of the war is being reduced.

Program Expanding

Work along these lines has been under way for several months in the general and convalescent naval hospitals now operating within the continental limits, and the program is now expanding, with additional personnel, both officer and enlisted, under training for special phases. In April the Bureau of Medicine and Surgery established a new branch devoted especially to rehabilitation, and ordered naval hospitals within the continental limits to appoint one member of the staff as a rehabilitation officer. Usually he has the services of a rehabilitation board, representing every branch of modern medical knowledge. On these boards, along with men skilled in such things as surgery, neuropsychiatry and physiotherapy, there are non-medical men versed in such things as vocational guidance, physical education and recreation. There are also Red Cross workers and chaplains.

No matter whether the patient's destination is a duty station or a discharge, he finds that within his limitations life in a naval hospital has been made active rather than passive. The picture is one of business and industry, and that is true even for men confined to their beds. There is a brand new conception of how much a

patient may accomplish while "laid up." Educational services officers and physical training officers work hand in hand with the doctors. Training devices are becoming almost as much a part of hospital furniture as beds.

Physical training experts, working under the doctors' supervision, show patients how to keep in good trim, though they may not be able to leave their beds. Patients take exercise regularly, in prescribed amounts — not only the corrective exercise they may need to limber up after an injury, but the kind of exercise that maintains ordinary physical fitness. This exercise is designed to fit the needs of the individual, for the program is personalized, not routine. Additional experts are now being trained for this by BuPers' Physical Training Section.

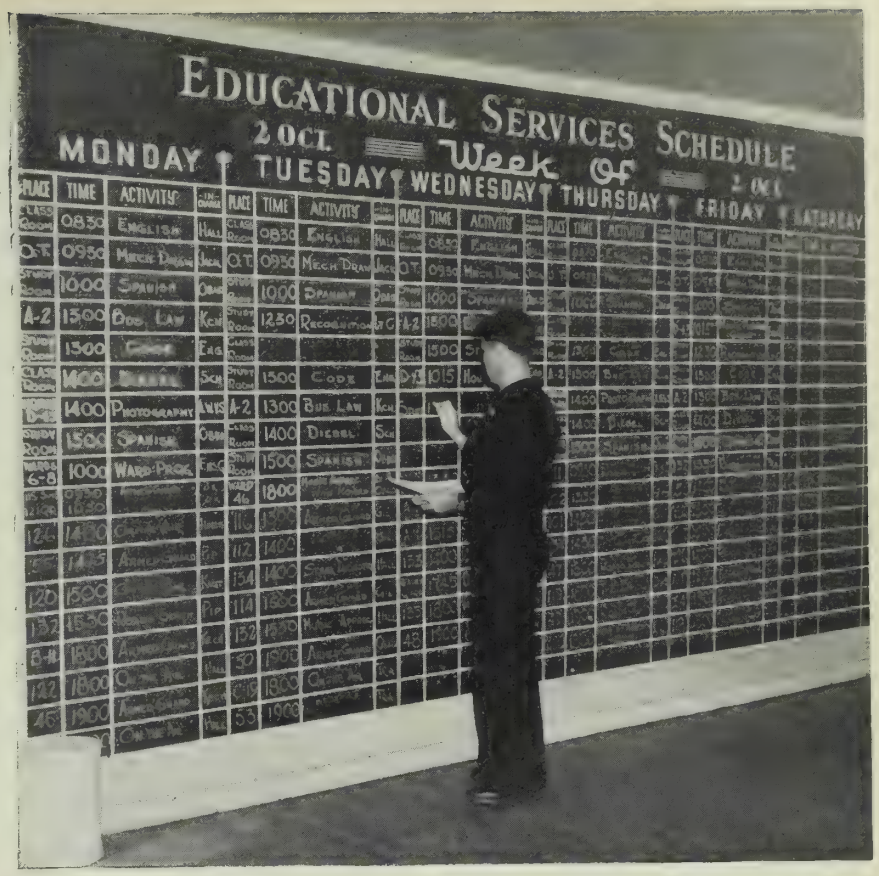
Training Resumed

Whenever medical men say the patient is ready, he resumes the training that was interrupted by his illness or injury. He is shown that he need not go stale, but on the contrary can advance. Officers operating under the program of BuPers' Educational Services Section bring the Navy training program right to the patient's bedside. Training of one sort or another starts as early as the patient's condition permits, and the tempo increases in step with his recovery. By the end of his convalescence he is performing the equivalent of full duty.

Patients now "get better" in several ways, not merely in the sense of improved health. Training devices of all kinds are provided, ranging from semaphore flags to walkie-talkies. Ambulatory patients work out navigational problems, assemble radio sets, learn aircraft recognition or practice with blinkers. If the man was studying for a higher rating when incapacitated, the educational services officers see to it that he loses no ground. Many men complete their study for an advancement in rating and take the written part of the examination for promotion while still patients. High school or college work is made available, and patients often fill in gaps in their schooling or learn something new for postwar use.

Just what portions of training and exercise to mix with medical and surgical treatment is, of course, for the doctors to prescribe, just as they may prescribe physical or occupational therapy. Every man's daily program is tailored to his individual case. The supplemental activities are not permitted to become a burden. He is shown, however, how he can keep his time occupied to good purpose. This gives him a sense of accomplishment, and combats hospital tedium. Experience indicates that this new prescription speeds recovery. There is no room for boredom or "hospitalitis" or mental unemployment. The slump in physical condition which often accompanies forced idleness is averted to a great extent. These men are "down" but they are by no means out.

The primary aim is, of course, to restore men to active duty, and to do so as rapidly as wise medical practice permits. To bring a man to the right state of training takes time, and



Official U. S. Navy photograph

U. S. Naval Hospital, St. Albans, N. Y., offers day-long schedule of classes.

Photograph from Leatherneck magazine

Marines who have had tropical diseases re-toughen at Klamath Falls, Oreg.

it is important that his training be utilized. The man wounded in combat is a battle-tempered man of obvious value. Aside from the humanitarian aspects, there are urgent military reasons for getting skilled men back to their duty stations with the least possible delay, and at the highest possible pitch of health, spirits and ability. With approximately 67,500 men in naval hospitals within the continental limits, as of 20 Oct. 1944, the value of this is evident.

It means a good deal to a man who has made the Navy his career, or is fired with intense patriotism, to know that an injury received in combat is not necessarily going to put him on the shelf. It is the Navy's policy to retain him in duties compatible with his ability. The statistics on the rehabilitation of the wounded are striking. It speaks well for the skill of the Medical Corps that of 30,000 Navy and Marine wounded up to 30 June 1944, only 443 had to be invalided out of the service.

The early campaigns produced a good many cases of tropical diseases. This problem resulted in the creation of the new Marine barracks at Klamath Falls, Oreg. This is an establishment of a completely new type, neither hospital, convalescent home nor rest center. The men on duty there are not patients and are not so regarded, although medical care is immediately available. They are marines who contracted tropical diseases while fighting in the Pacific. Some had spent more than a year in various hospitals, although they needed medical attention only at intervals, and needed primarily a chance to rebuild their strength. It was an enervating, discouraging experience.

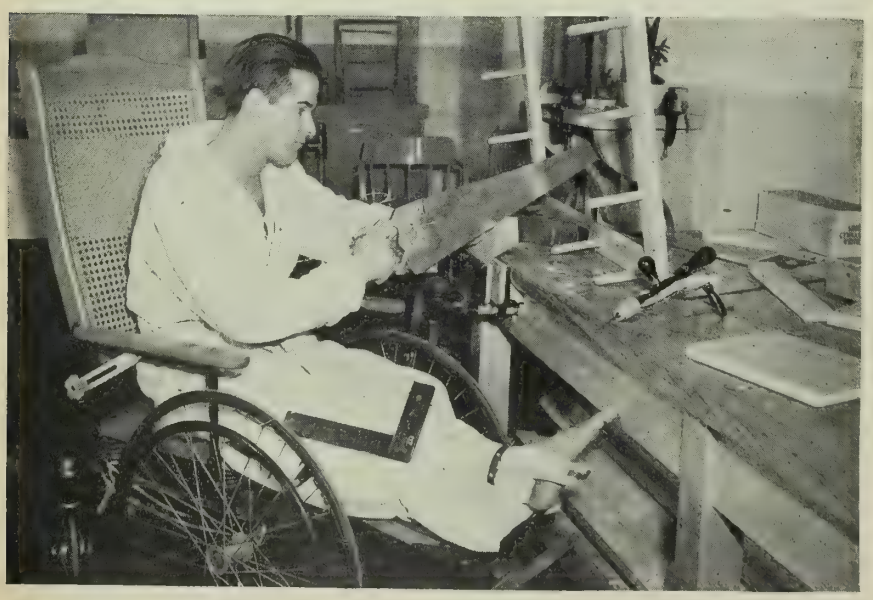
This station was set up on 18 Jan. 1944, under Col. Bernard Dubel, USMC, and at present 2,700 men are on duty there. Their program combines medical treatment when and if they need it, with the regular duties of marines anywhere. As fighting men, they keep their hand in. There is, in addition, a great deal of sport, for the barracks lie in a mountain basin 5,000 feet above sea level, in excellent hunting and fishing country. But the Klamath Falls camp is not a recreation center. The men keep exceedingly busy. As they regain their old power the work grows progressively more vigorous until they are taking 12-mile hikes up the mountains under full pack. The first large group of men moved in on 29 May. They have responded so well that the majority of them are going back to service—and for unlimited duty.

A recuperating marine listens to a foreign-language lesson . . .

Rehabilitation for Discharge

For the man awaiting discharge the question looming largest is that of a job. The Navy tries to see to it that he has a planned future. If he knows what he intends to do, he can use his stay in the hospital to get into a high state of readiness. The educational resources of nearly 100 colleges are available to him through correspondence courses, and Navy educational services officers provide material on any subject in which the patient shows an interest. Patients study everything from electronics to turkey raising and homesteading prospects.

Many a man about to be discharged is at loose ends, with little or no idea what he would like to do or what he is fitted for. In this case he can get expert guidance and realistic advice. Educational services officers and psychologists review his training and experience, test his aptitudes and preferences, and sound out his ambitions. If he has physical or psychological handicaps, they are carefully evaluated. He is given a thorough per-



OCCUPATIONAL THERAPY: Seaman wounded in South Pacific helps speed his own recovery by making devices for use by other patients in occupational therapy department of U. S. Naval Hospital, Bethesda, Md.

Official U. S. Navy photographs

Therapeutic bicycle powers scroll saw for wood-working while exercising sailor's injured foot.

. . . broadcast over the inter-room network in a naval hospital.

sonal inventory, and the most modern techniques are used to assist him in determining the kind of work at which he has the best chance to prosper. Men worried about their lack of experience usually are surprised at the variety of jobs a trained vocational expert can unfold for them.

One of the patients in an eastern naval hospital is a seaman who was injured in a shipboard accident. He is young, inexperienced, and his education stopped at the seventh grade. The only job he ever knew was one in a sawmill. That may be too strenuous for him. Testing his talents and preferences, the vocational experts found the young man liked assembling electrical equipment. He is deft at it and finds it interesting. The doctors reported that he would do best in a job at a bench. The experts saw this could be solved with a job in a factory making electrical equipment. He is rehearsing for it now, will leave the hospital a semi-skilled worker.

Official U. S. Marine Corps photograph

Wood-carving instruction is given by Red Cross worker in a U. S. naval hospital in New Zealand.

In naval hospitals today patients work in their beds with such things as automobile fuel pumps, carburetors and electric motors, having converted their beds into workshops. They are taking what are called "concentrated short work experiences." Those are samples of various jobs, so that a man may grow familiar with the tools and processes involved and the theoretical information that goes with them. This enables him to determine whether he has enough real interest in the work to adopt it as a career. If he has, the educational services officers make sure he learns all he can about it before he leaves the hospital.

The hospitals themselves do double duty; patients learn new trades or brush up on old ones in the hospital carpentry shop, the garage, and sometimes the office. Patients in some localities have access to the facilities of local trade schools, with the Red Cross transporting them from hospital to school. Other patients attend college or high school while recuperating. An experiment is being conducted in which men train for specific jobs, in a specific factory, while still in the hospital. Developing skill sometimes serves also as a corrective exercise.

Also on duty in the hospitals are officers trained in civil readjustment. Their duty is to advise men on the rights and benefits of veterans, help them over the hurdles of discharge and bridge the gap between life in the service and life as a civilian. Full-time contact men from the Veterans Administration and the U. S. Employment Service also work right in the larger hospitals, smoothing the path for men who have questions about pensions or insurance and advising them on how and where to get jobs. In this way the Navy can be sure its program contributes to the bigger job of the Veterans Administration.

A Marine fighter pilot bailed out of his burning plane and was attacked in mid-air by a Jap flier, whose propeller cut off the marine's foot. He was fitted with a substitute permitting such dexterity that he is back on flight duty again. Also back on flying duty, after a terrific battering, is a Navy pilot who was nursed back to health after falling 2,000 feet into the sea without a parachute. Those cases illustrate the often amazing job of human repair work being done today. Another Navy flyer, who lost both arms, has come through the rehabilitation program in such good shape that he is stepping into a good job as a meteorologist. He could do his own typing and drive his own car before he left the hospital. Cases like his go far to prove the heartening fact that what always have been called "handicaps" are by no means the actual handicaps they used to be.

In the New York Navy Yard, three junior officers who in civilian life were successful personnel or production men made a study to see where disabled veterans would fit in. They found opportunities ranging from common laborer to first-class mechanic, where a man's service training was utilized. The result is that the New York Navy Yard now employs more than 1,400 discharged veterans, including many who have lost an arm, a leg or an eye. Skills these men learned in uniform translate easily into civilian jobs.

A Useful Life

No man is so handicapped, the Surgeon General has said, that he cannot become a useful citizen. So far as it is in the Navy's power, no disabled man will be returned to his community without being well equipped physically and psychologically. Whatever has happened, the disabled man is taught that he still has a valuable place to fill in the world. The chaplains, who play a valued part in rehabilitation, do much to replace despair and bitterness with hope and a healthy, optimistic outlook.

In this counterattack on disability, encouraging victories are being won. There are very few men who have been blinded. In the Philadelphia Naval Hospital, where the blind ultimately are brought for training, there are not more than a score of these patients, including men blinded by the sort of mishaps common in civilian life. They are trained to live a full and normal life, trained to take up civilian status with assurance. Highly encouraging work also is being done with the deaf. If a man has lost an arm or leg, a plastic substitute exactly suited to his needs is made in the hospital by skilled craftsmen working in constant collaboration with the surgeons. It is routine that these men learn to drive an automobile and dance. A great many are permitted to return to military duty. Others go into civilian life at trades learned while recuperating. Injuries like this are not to be spoken of lightly. But the hardship can be reduced, and the rehabilitation program is proving it.

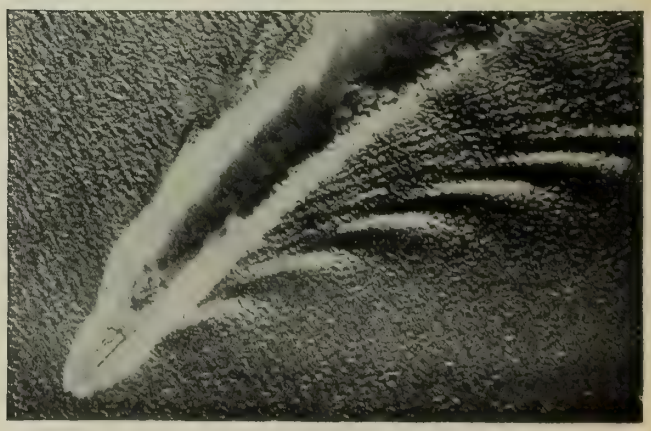
This war, like others, will inevitably leave its harvest of disabled men. But the thorough program of early, continuous and individualized rehabilitation is contributing much to helping them find where they will fit.

Cargo vessels—sunk, sinking, burning—litter Manila harbor, veiled in smoke during U. S. carrier-plane raid.

PATTERNS OF DESTRUCTION

THE official U. S. Navy photographs on these two pages were taken during recent strikes by U. S. carrier planes on Jap shipping in Manila harbor. Enemy warships sunk or damaged included survivors—some of them cripples—of the Battle of the Philippines (see p. 2). In addition to taking a heavy toll of ships, our planes heavily damaged enemy installations and destroyed hundreds of Jap aircraft.

Jap heavy cruiser maneuvers frantically under attack.

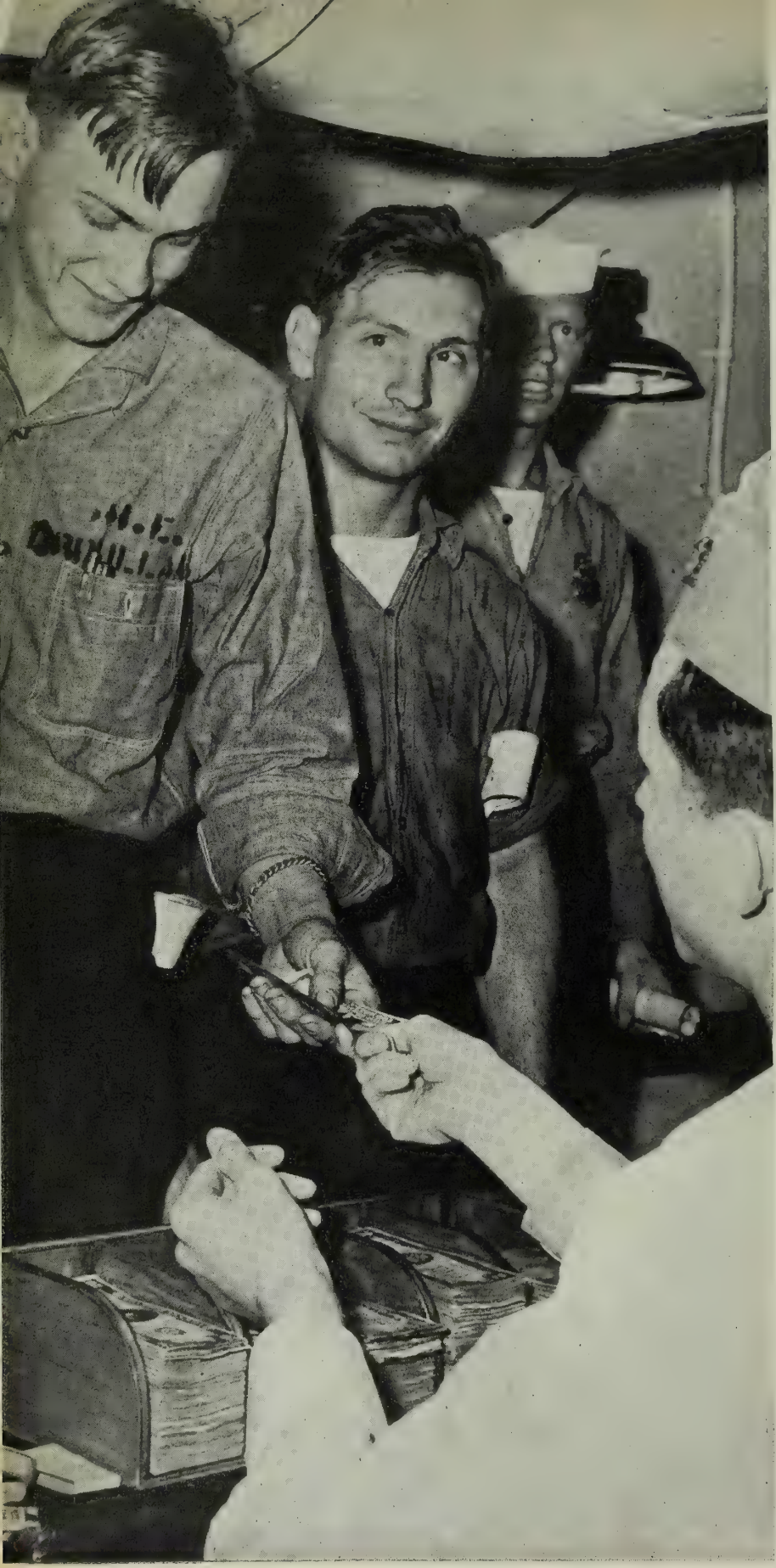


She was sunk later on the day these pictures were taken.

Enemy CA steams between geysers from exploding bombs. Shortly after, several struck home and she went down.

Aerial-torpedo wakes streak toward Nachi-class cruiser.

SB2C scores direct hit on cruiser of Chokai Maya class.



Official U. S. Navy photograph

Payday: Disbursing officer on a battleship hands out cash to crewmen.

SUP

The Story of BuS&A Is Story Behind One of Our Greatest Secret Weapons

IN speaking of the tremendous task of supplying our Pacific Fleet, Admiral Nimitz recently said:

"The method by which we are able to supply and maintain a great task force thousands of miles from its base for extended periods of time is one of the greatest secret weapons. I do not propose to disclose that secret to the Japanese, who would very much like to know it, but this much I can say:

"It could not be accomplished without the loyal and tireless efforts of thousands of officers, enlisted men and civilian employees of the Navy whose job it is to supply the fleet."

That strains the shirt buttons of all Supply Corps personnel. Their chests swell with justifiable pride at such a commendation, for they carry the heavy workload of technical and specialized staff duties in supplying the fleet.

Their accomplishments rarely are reported. Their work, for the most part, is prosaic routine, but back of each dramatic combat story is another significant story, usually untold, of "loyal and tireless efforts" in solving supply problems.

The success of naval operations is vitally dependent upon the material readiness of our fighting ships. That, to a large degree, is the responsibility of the Supply Corps and its parent, the Bureau of Supplies and Accounts of the Navy Department.

As Admiral Nimitz has designated it, the efficiency of the Navy's supply system has proved to be one of the "greatest secret weapons." It has baffled the Japs. In the far reaches of the Pacific, the area of operations of our maximum naval power no longer is limited to a fleet's cruising radius from fixed bases. Our task forces now are able to seek out and engage the enemy wherever he may flee, and hit him with a frequency of attack that multiplies the striking power of each vessel manyfold.

All that is due to new concepts and innovations in naval logistics. Operational requirements in this global war have dictated the development of a mobile supply system which enables our battle fleets to refuel, replenish stores and ammunition and even make repairs many thousands of miles from major mainland bases. (See article on the "A" Fleet, November 1944 INFORMATION BULLETIN, p. 6.)

The increase in sea-keeping ability of our combatant vessels, as a result of a supply service which moves with the fleet ever closer to the enemy's own shores, has had as great an effect on naval strategy and tactics and has contributed as importantly to our successes as any invention that has increased the Navy's power. Yet comparatively little has been written bout it. Within the Navy itself, the Supply Corps has re-

PLY

mained a more-or-less "silent service." That is because it is spectacular only in the results it has assisted the fleet to accomplish, for it exists only to support the fleet.

The Job

Specifically, BuS&A is charged with and responsible for the procurement, purchase, receipt, custody, warehousing, issue and shipment of all supplies, fuel and other materials for the Navy, except supplies for the Marine Corps and except the procurement of certain special technical items and the storage and issue of medical stores, ammunition and explosives.

These duties include the development, testing, procurement and distribution of special and protective clothing, other than aviation clothing, and of new articles and methods of subsistence, for the protection and physical comfort of naval personnel serving in all parts of the world. The bureau also arranges for the compilation, printing and distribution of Navy specifications and of the Navy supplement to the Federal Standard Stock Catalog.

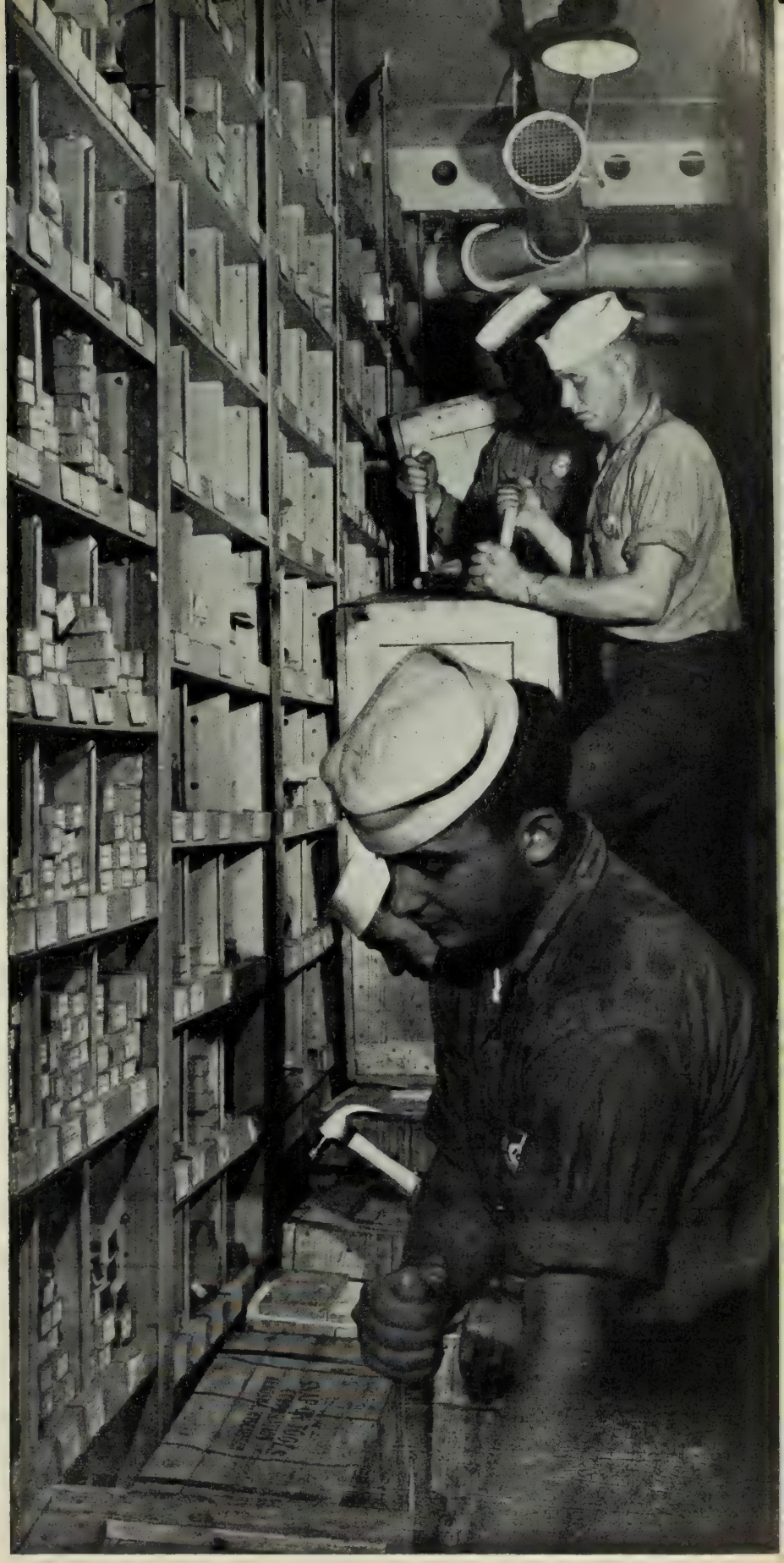
In the supervision of supplies, the bureau has control of the operation of the Naval Stock Fund, the Naval Working Fund, the Clothing and Small Stores Fund, and the stocks procured under these funds. It has administrative control of the Naval Procurement Fund.

It has charge of the operation and upkeep of naval supply depots, the Naval Clothing Factory and coffee roasting plants. It exercises administrative supervision over fuel plants, commissary and ship's store activities, purchasing officers, Navy market offices, cost inspection offices, material redistribution and disposal offices, defense-aid receiving barracks and training stations, and storehouses for supplies under its cognizance at Navy yards and stations.

It coordinates the assembly of supplies and materials for the initial establishment of advance bases and determines storage and space requirements in connection with movement of such bases.

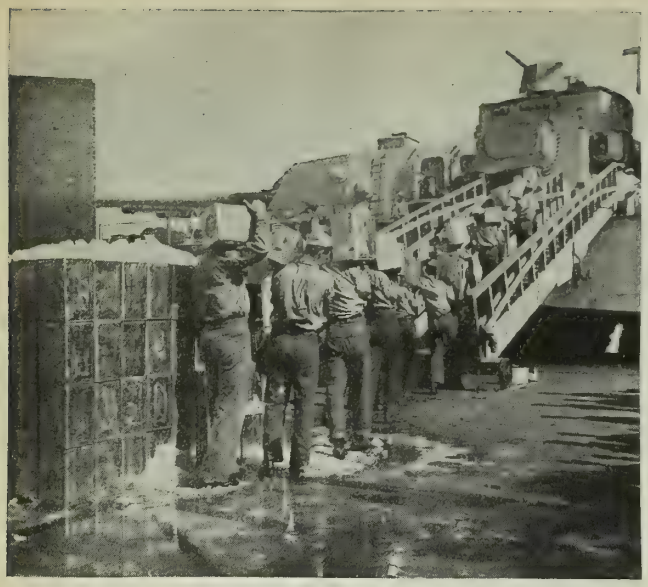
In storage and transportation of supplies, BuS&A determines the necessity for and recommends the location, type, size and interior arrangements of storehouses ashore, and the equipment and arrangement of supply activity spaces afloat. It authorizes and has cognizance over the transportation of naval property and household effects of naval personnel and has charge of the procurement of cargoes and the loading and discharging of supply ships, tankers and colliers. It has cognizance of the development of new containers, improved packaging, packing and materials-handling methods for use by the Navy, Marine Corps and Coast Guard.

It prepares and submits estimates of funds required for freight, fuel, clothing and subsistence of naval personnel, for the maintenance and operation of activities under its direction and for



Official U. S. Navy photograph

Hardware store: Ship's spare-parts issue room stocks over 4,000 items.



Official U. S. Navy photographs

Milk in iced, five-gallon cans and fresh fruits and vegetables are taken aboard one of Navy's new battleships.

the rental of property for general naval purposes, and administers the funds provided for these purposes.

It has charge of the procurement of money for use of disbursing officers in the payment of naval and civilian personnel, for the payment of family allowances to dependents of enlisted personnel and for all articles and services procured for the naval establishment.

It operates the War Bond issuing services for personnel, both naval and civilian, of the naval establishment. Through a special division it distributes allotment checks to the dependents and other authorized allottees of naval personnel.

It is charged with keeping of the money and property accounts of the naval establishment, including the accounts of all manufacturing and operating expenses, industrial and cost accounting at Navy yards and stations, records of all defense-aid material furnished foreign governments by the Navy, the direction of cost accounting for work performed for the Navy in private plants and the audit of property returns from ships and stations.

This bureau develops fiscal and accounting policies and procedures relative to the possession and operation of private plants by the Navy and their return to private ownership. It supervises the collection, classification, segregation and disposal of all Navy salvage, surplus or obsolete material and equipment both in the naval establishment and in private plants engaged in work for the Navy, and conducts the sale of condemned vessels. And, to conclude the listing of specific duties, it recommends the appointment, training, promotion and assignment to duty of officers of the Supply Corps, chief pay clerks and pay clerks.

The Items

That's *what* the Bureau of Supplies and Accounts does, if someone should ask you. How it does it is a story of increasingly complex problems solved by increasingly ingenious means.

It is a story of a highly specialized, imaginative, flexible, "know how—can do" organization—the U. S. Navy Supply Corps. Headed by Rear Admiral William Brent Young, (SC) USN, Chief of the Bureau of Supplies and Accounts and Paymaster General of the Navy, the entire corps is motivated by one of the favorite mottoes of its chief: "The difficult we do at once—the impossible may take a little longer."

Procurement of the various materials required by the Navy—some 700,000 separate items of supplies—has been and continues to be a prodigious task. For the fiscal year which ended 30 June 1944 the Navy's expenditures totaled $26,520,000,000. And procurement continues to increase.

During tht last year the Navy's overseas shipments were the equivalent of 1,260 50-car freight trains. Food requirements for the Navy for this year, if carried in one movement by rail, would require a freight train, with cars loaded to capacity, stretching from Des Moines, Ia., to New Orleans. BuS&A pays a freight bill for the movement of Navy materials which averages $45,000,000 a month.

The Navy's food requirements for the last fiscal year included 320,000,000 pounds of fresh beef, 57,000,000 pounds of ham, 350,000,000 pounds of wheat flour, 68,000,000 pounds of butter, 67,000,000 dozen fresh eggs, 7,500,000 pounds of dehydrated eggs 750,000,000 pounds of potatoes and 5,500,000 pounds of ice cream mix—to mention only a few of more than 100 subsistence items. Estimated food requirements this year will be about 25% greater than last year.

The General Purchase Division of BuS&A will buy 180,000,000 pounds of soap for the Navy this year. The shore establishment of the Navy will use 400 carloads of paper towels.

Clothing requirements of the Navy this year include, in round-figure estimates, more than 17,500,000 dungaree trousers, 20,400,000 chambray shirts, 34,800,000 nainsook drawers, 31,300,000 cotton undershirts and 31,000,000 black cotton socks. Each week of the year the bureau is spending an average of $11,500,000 for clothing, textiles and footwear.

By cutting red tape and simplifying paper work wherever possible, BuS&A has streamlined procurement procedures so that the time required to close a contract has been reduced from an average of 90 days to an average of eight or nine days and, in cases of emergency procurement, to a matter of minutes.

To warehouse the vast stores of naval materials, the bureau has supervised an increase in storage space from 31,000,000 square feet two years ago to a contemplated 86,000,000 square feet by the end of this year.

The Setup

The Navy's supply system in this war functions like a globe-girdling network of pipelines through which materials flow from manufacturers' plants to the fleet. To assure an uninterrupted flow, constant pressure must be maintained in the lines in the form of ample inventory levels at the various supply activities ashore. Inventory control has become a highly specialized branch of the science of logistics, embracing the maintenance of adequate inventory levels and the allocation of critical materials for maximum effectiveness in the prosecution of the war.

There are 27 major supply activities, including naval supply depots and supply departments at major yards and stations, where the greatest bulk of naval stores are initially assembled and warehoused to replenish the stores of the many minor yards and stations. From both the major and minor activities, including the advance bases overseas, vessels of the fleet requisition and receive the supplies required at regular replenishment intervals or for interim needs.

Establishment of four huge inland naval supply depots—strategically located at Mechanicsburg, Pa.; Clearfield, Utah; Scotia, N. Y., and Spokane,

Wash.—has been one of this war's most significant supply developments.

These inland supply depots are gigantic reservoirs of naval stores—those at Mechanicsburg and Clearfield each have nearly 8,000,000 square feet of covered storage space, with more being built; those at Scotia and Spokane, nearly 3,000,000 square feet each. They warehouse supplies for other major activities. At both Mechanicsburg and Clearfield initial movements for advance bases are assembled, exclusive of perishables, added at coastal points.

Naval supply depots at coastal points are located at Newport, R. I.; Bayonne, N. J.; Norfolk, Va.; New Orleans, La.; San Diego, San Pedro and Oakland, Calif.; Seattle, Wash., and at Pearl Harbor. The Naval Aviation Supply Depot, Philadelphia, is the hub of the Navy's aviation supply system, which is jointly administtred by BuS&A and BuAer. In addition to those separate supply depots, the other major supply activities are the supply departments of the Navy yards and naval drydocks.

For the average item of general stores the procurement policy of BuS&A results in an inventory level at major activities of at least six months' requirements on hand and another six months' requirements on order, under manufacture or in transit. Where certain materials present a storage problem or are subject to rapid deterioration or obselescence, the inventory level is maintained as low as is consistent with military necessity.

At the scores of minor yards and stations stocks are maintained at a lower level than at the major activities, consistent with requirements. The inventory of advance bases is determined by the area commander, based on operational needs, but the initial movements to advance bases normally provide for from 30 to 90 days' requirements.

These inventories, which maintain the pressure on the pipelines of supply, are maintained by BuS&A through replenishment requests which are filled by (1) transfer of excess stock from another activity, (2) purchase by bid or negotiation, (3) return of the requisition to a field purchasing office for procurement or (4) manufacturing request to the cognizant yard.

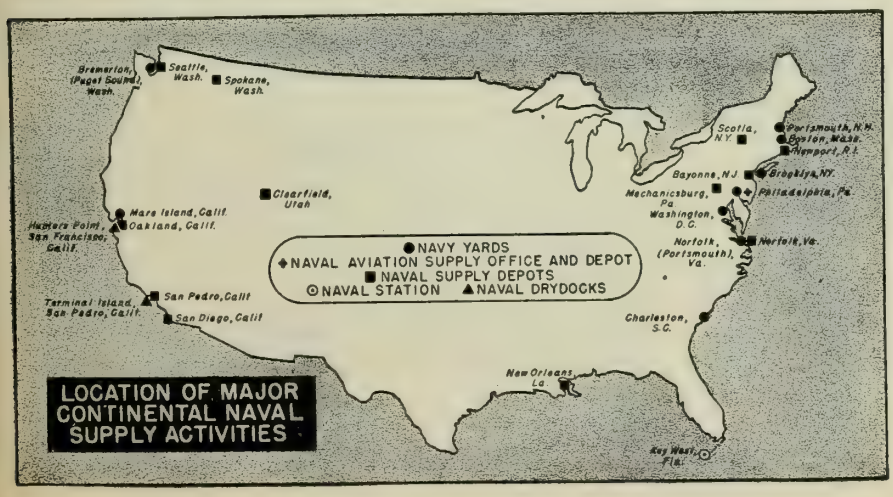
During the last two years more than 65,000 contracts have been awarded to more than 14,000 suppliers by the bureau. These materials move from the manufacturers' plants into the supply activity receiving the delivery and thence to the consumer—the ships of the fleet and the various stations of the naval establishment.

While the major supply activities serve as the "pumping stations" of the pipeline of supply, the advance bases are the outlets, or "faucets," established as close as possible to combat areas, through which the fleet draws stock replenishments. The inventory of a ship is limited by capacity only, and the entire supply system is operated to supply each ship to capacity at each replenishment opportunity and thus to maintain maximum sea-keeping ability.

The Results

But the "secret weapon" referred to by Admiral Nimitz involves far more than the efficient and uninterrupted flow of supplies to advance bases. It includes mobility and unprecedented speed in replenishing ships, and that embraces a floating supply service—the stores, repair and fuel ships—the ships of the train—which operate with combatant forces. This mobile, floating supply service has fooled and frustrated the enemy, for it has given our fighting fleet a virtually unlimited operating radius. It has enabled the U. S. Navy to apply its overwhelming power at the end of the longest supply lines in the history of warfare.

The advantage we possess in a mobile supply system, providing logistic support for the fleet from advance bases which are won and established and moved on as combat areas change, was admitted recently by a high Japanese



LOCATION OF MAJOR CONTINENTAL NAVAL SUPPLY ACTIVITIES

This, Too, Is Supply

When the supply officer of a destroyer that had been at sea a long time visited a cruiser in an advanced area, the latter's supply officer awaited requests. All the DD wanted on this particular occasion was six fiddle strings to reactivate her hillbilly band. The cruiser had them.

* * *

BuS&A's Field Branch in Cleveland, Ohio, is called both the "Navy Bank" and the "Navy Court of Human Relations."

As the Navy Bank it disburses more than $150,000,000 each month in allotments and family allowances.

As the Navy Court of Human Relations it is a repository of letters of personal financial distress, marital difficulties and everyday griefs. Here are a few samples:

A lady in Illinois asked the Field Branch to build her a home, "a place where I can raise my own vegetables and chickens . . . please arrange for it to be located in the suburbs of Chicago."

From Missouri a woman wrote: "Our little boy chewed my allotment check in half. His father gave him a talking to and it won't happen again. Can you please send us another check?"

Tops for brevity was a single-line query from a forthright Navy wife: "Where in the hell is my allotment check?"

* * *

A naval task force stood off Parry Island, where the Marines were preparing to land. Out from the beach of another island that already had been captured came a small boat. In it was a guard with a family of natives — man, wife and daughter about four years old. The little girl did not have any clothes at all, and the man and wife were in rags.

The commander of the task force ordered them taken aboard one of his ships. There the trio was taken to an officer's room and given baths. The man was issued dungarees and the woman a nightgown from sick bay. Clothes for the little girl posed a problem.

One of the storekeepers finally located a new cotton dress in the possession of a seaman who had bought two of them in New Zealand for his niece. He was willing to give one to meet the emergency. The family returned to the island clean, dressed in fresh clothes and supplied with a quantity of canned food.

* * *

Disbursing officers of the Supply Corps are held personally responsible for every cent of the large sums of money they handle to meet the Navy's payroll and pay its bills. That is why they make every effort aboard ship to preserve records or currency during and after battles.

There is the case of Lieut. J. S. Butler, (SC) USNR, of the minelayer *Oglala*, which was sunk at Pearl Harbor but later returned to service. She sank quickly and there wasn't much time for Lieutenant Butler to get at his currency and papers; but while the ship was going down he and a chief petty officer, guided by the thin beam of a flashlight, made their way below decks to the safe and rescued $31,071 in currency, together with payrolls, pay receipts and other papers. Shortly after they cleared the vessel, she sank.

Official U. S. Navy photograph

TIME SAVER: Cartons strapped to standardized wooden platform, called pallet, can be handled and stowed much faster than if each case had to be handled separately. Above: palletized unit load goes into LST.

authority, who said plaintively: "Our island bases in the Pacific are unsinkable, but they are not very maneuverable." The U. S. forces not only have the unsinkable island bases, but a maneuverability which the enemy never dreamed possible.

It is not enough, however, to deliver what is needed at the required time and place. Those supplies also must arrive at their destination undamaged and ready for use. To accomplish that has been one of the most challenging problems in the logistics of global warfare, which require movement of materials under every extreme of climatic and operating condition from the Arctic to the tropics.

The present efficiency of our supply system is due in no small part to the innovations in packing, packaging and materials handling. The Supply Corps has learned, through the bitter experience of landing supplies through the surf and exposing them to destructive elements in open storage on hard-won beachheads, how to package supplies for maximum protection, how to prevent corrosion and how to assure undamaged delivery regardless of handling methods.

During the crucial early days of the fighting on Guadalcanal, one Marine detachment had nothing but canned corn to eat for several days: The labels had washed off the canned goods when the cases were carried ashore through the surf, and the cook could not identify the contents until the can was opened. The simple expedient of embossing the name of the contents on the outside of the can, instead of using a pasted label, solved that problem.

Pacing the strides that have been made in protective packaging are the developments in materials-handling methods which enable supply activities to move greater quantities in less time with fewer men. The key to the solution of materials-handling problems ashore is the pallet, a standardized wooden platform, 48 by 48 inches, on which boxes, cartons, crates, barrels, bags or other containers may be piled, strapped and moved by mechanical fork-lift truck as a unit load. One skilled fork-truck operator can unload or stow a carload of palletized unit loads of dry provisions in 40 minutes. If each case was handled separately, it would take 20 man-hours to do the job.

Palletization and the mechanical handling of unit loads is becoming the universal practice at supply activities ashore and is rapidly being extended overseas as equipment becomes available and operating conditions permit.

Mechanization has enabled BuS&A to accomplish prodigious work in accounting and disbursing as well as in the handling of materials. The largest accounting and disbursing divisions of the bureau are located in its Field Branch in Cleveland, Ohio. There, as well as at other activities of the Supply Corps, great batteries of automatic business machines handle complex accounting and bookkeeping details with amazing speed and accuracy.

During the fiscal year which ended 30 June 1944 the Field Branch of the bureau issued 9,638,000 family-allowance checks to the dependents of naval personnel for a total amount of $601,805,000. It also made the disbursements on 4,926,000 pay allotments for a total of $896,699,000, examined 12,500,000 pay accounts and dispatched 27,999,000 pieces of mail during the year.

The People

At the outbreak of the war, the number of officers of the Supply Corps on active duty included 638 of the regular Navy, 116 retired regular Navy officers, 1,425 Reserve officers and 358 pay clerks—a total of 2,537. The active-duty strength of the corps on 15 November 1944 was 1,893 regular Navy officers, including 167 on the retired list, 12,889 Reserve male officers, 868 officers of the Women's Reserve and 2,521 pay clerks—a total of 18,171.

With approximately 2,000 officers of the corps now in training schools, more than half of the officer strength is on shore duty within the continental limits; but within the next few months 50% of the total will be serving at shore activities in the U. S., 30% afloat and 20% overseas.

A large majority of the Reserve officers of the corps are special-service officers, for the most part over 30 years of age, who have been appointed to fill specific billets ashore and thus release general-service and regular Navy officers for duty in combat areas.

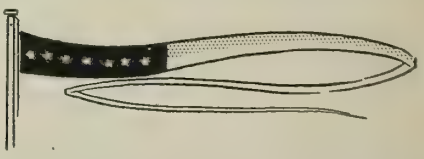
These specialists have been commissioned from widely varied civilian pursuits. They include top-ranking business executives, commodity experts, purchasing agents, food specialists, transportation and warehouse men, bankers, auditors, accountants, statisticians, attorneys and experts from other business and professional fields. Their skill and experience have brought into the Navy the best of modern business practice and have contributed materially to expediting the Navy's business.

In addition to their specialized duties, members of a ship's supply department stand their assigned battle stations whenever general quarters sounds. Officers of the Supply Corps have fought wherever the Navy has met the enemy and are well represented among the naval officers who have been decorated for gallantry above and beyond the call of duty.

Battles start, stop, rage again. But the service of supply moves continuously, unceasingly. Supply Corps personnel is at work day and night, week after week, month after month, to make as certain as possible that the fleet never lacks for fuel, food, clothing or any of the thousands of items of supplies required for successful operations.

HOW DID IT START?

COMMISSION PENNANT: In the 17th Century, when the Dutch were fighting the English, a Dutch admiral hoisted a broom at his masthead (INFORMATION BULLETIN, November 1944, p. 29) to indicate his intention to sweep the English from the sea. The English admiral answered this gesture by hoisting a horsewhip, indicating his intention to chastise the Dutch—which he did. From this came the custom,



adopted by all nations, of flying a narrow pennant, symbolizing the original horsewhip, as the distinctive mark of a naval vessel in service. The commission pennant, as it is called today, is flown at the main of all naval vessels in commission except when, on flagships, its place is taken by the commodore's or admiral's personal flag.

TRAPPED between grinding ice floes, this Nazi trawler is searched and stripped by crew of the Coast Guard combat cutter Northland (background) before being destroyed.

FROZEN ASSETS: These Nazi weather experts are no longer of any value to the Reich. They are surrendering to Coast Guardsmen who smashed their Arctic Circle radio stations.

ARCTIC VICTORY

HIGH up in the Arctic Circle, in ice-packed waters and along bleak shores, the Navy revealed last month, a tiny task force of four U. S. Coast Guard cutters last summer and fall ferreted out and fought a dramatic battle against bands of Nazis trying to set up fortified bases along Greenland's northeast coast. Despite treacherous seas, wrathful weather and cunning foes, the Coast Guardsmen captured one armed Nazi trawler, sank another and forced abandonment of a third, destroyed two radio stations set up to send weather information to Germany, captured 60 Nazis and fought off a twin-motored bomber attack. The hunt-and-hit hostilities, it is believed, were waged farther north than any other campaign ever fought in this hemisphere. The pursuit and pummeling of the Nazi invaders began last July and was climaxed on 16 October when the *Eastwind* and *Southwind*, on maiden voyages, closed in on a brand new 180-foot Nazi armed trawler and captured the vessel and her crew of 20. The decisive attack was made daringly in the dead of night, in a field of swiftly shifting ice floes that threatened at any moment to crush the cutters. During the operations three cutters sustained damaged rudders and propellers, and one of them had to be towed 3,000 miles to port.

"IT'S POURING YANKS," must have been the last frantic message radioed to Germany from this Nazi weather information shack found abandoned.

THINGS CAN GET TOO HOT even in the Arctic, these 28 Nazis learned. Pursued, they finally scuttled their ship, took to boats and quit.

Official U. S. Coast Guard photographs

PRIZE crew brings armed Nazi trawler Externsteine into Allied port from Greenland where she was captured after perilous, pretzel-pathed chase.

SCHOOL CREDIT FOR NAVY WORK

Armed Forces Cooperating with Educational Institutions In Plan to Give Academic Credit for Military Training

If you ever went to boot camp or indoctrination school, or if you've taken a training course to earn an advancement in rating—or even just on the basis of your naval experience—you may be able to claim academic credit in a high school or college when the time comes to return to civilian ways and your interrupted studies.

You may, as a matter of fact, have enough credit to apply for and get your diploma now if you were in striking distance of it when you left school to join the armed forces.

And, at the very worst, you will likely find that you have accumulated some additional credits, if and when you return to school, to help you make up some of the time you lost while out fighting.

Or, if you do not choose to return to your books after discharge, you will find that you may have a "bonus" of experience in your civilian job or trade marked up to your credit for your naval work—which may help you work off some of your apprenticeship or move you into a higher salary bracket when you get back to your job. It might even give you an opportunity for an entirely new, better job.

All of this is part of a comprehensive plan now being worked out (and already in operation) to minimize as much as possible the effect of your necessary fighting interruption from civilian life and to give you every opportunity to profit personally from your training and experience in the armed forces.

In brief, the plan consists of a series of evaluations, in scholastic terms, of the different courses and experiences of service personnel. These evaluations, made by civilian educators, are available in printed form to all academic institutions and constitute recomendations to the schools as to how much credit should be allowed in each instance.

Eager to assist in giving a break to deserving service personnel whose educations and careers were interrupted by the war, educational groups started studies on the problem more than two years ago. Joining in this work were the War and Navy Department which cooperated in the program by lending their facilities and information and, in some cases, personnel who were familiar with the gigantic training program of the various branches of our fighting forces, as well as the United States Armed Forces Institute (USAFI) and leading educational organizations.

To evaluate the thousands of courses taught by the armed forces in terms of high school, junior college and university credit, committees were appointed by the American Council on Education, a civilian organization representing many educational institutions and accrediting organizations. Leading educators in many fields contributed their time and knowledge gratuitously to help in the establishment of a sound and fair basis for granting scholastic credit for wartime experience, training, correspondence courses and other voluntary off-duty studies completed by service personnel.

After carefully studying the curricula of the various courses and the length of time devoted to the work, and then comparing them with equivalent courses offered by civilian schools, the council published the findings and recommendations, which are now being distributed to educational institutions, as a guide in granting credit to service personnel who apply for it. Although every course taught by the armed forces has as yet not been evaluated, studies for more than 375 have already been completed. Recommendations for these may be found in the handbook of the American Council on Education, "A Guide to the Evaluation of Educational Experiences in the Armed Forces." Copies of this book are being made available to civilian educational institutions and to Navy educational services officers.

Under these recommendations, for instance, enlisted men who had recruit training may be granted as much as a half year's high school credit for their work in the Navy, while officers who had eight weeks of indoctrination school may receive three semester hours credit in a university.

On the opposite page are shown a representative number of the recommendations indicative of the general evaluation being established.

The schools are not bound to accept the recommendations but, since the American Council represents most of thm and has made an exhaustive study of the problem, it is believed that the recommendations will be followed in most instances.

The Background

In 1939, when the President declared the national emergency, the nation undertook the tremendous task of girding itself for global war. School books were from necessity temporarily laid aside for more urgent business. In place of high school and college subjects, jobs had to be learned and skills perfected which would train men for the mighty land and naval forces needed.

To hundreds of thousands of men and women, going into the service meant cutting their formal education short. For others it meant at least postponing the day when they could complete their academic work. Many of these men, it was recognized, matured by the intervening years and their wartime experiences, might not wish to return to school at the same level which they left when they joined the armed forces. They would have grown beyond their former classmates in years, knowledge and experience.

Many of the courses they had received from the armed forces to prepare them for their wartime job, moreover, were in effect equivalent to those on school curricula. Consequently, they had kept pace with their former classmates, who for various reasons had not entered or been accepted by the services. The American Council on Education recognized that to expect service personnel to repeat work in which they had already been trained would neither be fair nor practical for both the schools and individuals concerned. At the same time this Council recognized that there would naturally be some highly specialized wartime courses which would find no civilian counterpart, either in school curricula or in application to civilian jobs. Consequently for military experiences of this sort no academic credit has been recommended. But the great majority of the thousands of courses taught by the armed forces could, if provisions were made, be converted into high school, junior college or university credit or be evaluated by employers in terms of some kind of occupational recognition for those men and women who planned either to resume their formal educations or enter civilian employment when the war had been won.

At the same time educators interested in the postwar welfare of service personnel recalled the experience which schools had following World War I, when institutions unfamiliar with service training attempted to evaluate what this work was worth in terms of their own courses. Some well-intentioned schools indiscriminately granted to returning service personnel credit which worked a hardship on the men and women by expecting them to resume their schooling at a point beyond which they were actually prepared. Others, with equally good intentions, did not award a fair amount or credit, likewise working a hardship on returning service personnel.

The present program was evolved to meet all these problems.

Evidence of the tremendous benefit which this program will be to great numbers of men and women at the war's end can be found in the first 12,000 applications, which have already been received. Of all those processed, 90% were received from personnel desiring accreditation of service work toward a high school diploma. Ninety-eight per cent of these were evaluated with some credit granted, and approximately 28% actually received enough credit for them to be awarded their high school diplomas. In most cases, for personnel lacking sufficient credit to graduate, the high schools outlined other courses which might be taken and which would be acceptable toward the completion of their high school educations.

Of the completed cases of men and women who applied for college credit, 97% were evaluated for some credit with 20% of the applicants receiving

(Continued on page 56)

SAMPLES OF RECOMMENDED ACADEMIC CREDIT FOR SERVICE TRAINING

NAME OF COURSE	LENGTH OF COURSE	HIGH SCHOOL CREDIT RECOMMENDED	JUNIOR COLLEGE CREDIT RECOMMENDED (Terminal Credit*)	COLLEGE CREDIT RECOMMENDED
•NAVY ENLISTED, MALE				
Air Gunner	4 1/3 weeks (now 5 weeks)	½ unit in precision instruments	3 hours in precision instruments	None
Aviation Electrician's Mate (class B school)	12 weeks	2 units in aviation electricity	10 hours in aviation electricity	4 hours in electrical laboratory; 10 hours in shop practice
Aviation Machinist's Mate (class A school)	21 weeks (formerly 16 to 21 weeks)	2½ or 3 units in aviation machine shop, depending on length of course	12 hours in aviation machine shop	12 hours in shop practice
Aviation Radioman (class A school)	18 weeks (formerly 16 weeks)	3 units in radio operation and maintenance	12 hours in radio operation and maintenance	None
Aviation Radio Technician	28 weeks (formerly 24 weeks	3 units in radio	None	12 hours in radio or 6 hours in shop practice
Bombsight Maintenance	16 weeks	2½ units in electrical instrument maintenance	12 hours in electrical instrument maintenance	None
Cooks and Bakers (class A school)	16 weeks	2½ units in cooking and baking	12 hours in cooking and baking	None
Coxswain (formerly Seamanship)	8 weeks (extended to 16 weeks)	1 unit for related subjects	10 hours for related subjects	None
Dental School (class B school)	10 weeks	1½ units for dental technology	6 hours in theory and practice of dental technology	Credit based on examinations
Diesel (class A school)	8 weeks	1 unit in Diesel engines	6 hours in Diesel engines	6 hours in shop practice
Engineering, Basic (class A school)	8 weeks	1 unit in electrical shop	5 hours in elementary electrical shop	4 hours in shop practice
Fire Control (class A school)	16 weeks	1 unit in shop practice	6 hours in shop practice	6 hours in shop practice
Gunner's Mate 3/c (class A school)	16 weeks (formerly 12 weeks)	1½ units in mechanical shop for 16 weeks course	9 hours in mechanical shop for 16 week course	None
Hospital Corps Certificate (class A school)	6 weeks intensive	½ unit in physiology; 1 unit in public health, hygiene and first aid	10 hours for preparation as hospital assistant	3 hours in elementary anatomy and physiology; 2 hours in hygiene
Motion Picture Camera (class C school)	8 weeks	1 unit in motion picture photography	8 hours in motion picture photography	None
Operational Flight (Aircrewmen)	8 weeks	1 unit in aviation crew operation	3 hours in aviation crew operation	None
Parachute Material (changed to Parachute Rigger) (class C school)	16 weeks (shortened to 12 weeks)	2½ units in fabric laboratory	12 hours in fabric laboratory	None
Property and Accounting	52 weeks	2 units in typing; 1 unit in bookkeeping	12 hours in property and accounting	Credit based on examinations
Radio (class A school)	19 weeks (formerly 16 weeks or more)	2½ units in radio dispatching and airport control operation	12 hours in radio dispatching and airport control operation	None
Signalman (class A school)	16 weeks	2½ units in signaling	12 hours in signaling	None
Yeoman	16 weeks	2 units in stenography	None	10 hours in preparation for stenography, and credit based on exams
•NAVY OFFICERS, MALE				
Aeronautics, Civil (WTS)	8 weeks elementary, 4 weeks intermediate	2 units in flight preparatory for both courses, or proportionate credit for completion of one course	6 hours in aeronautics (not restricted to terminal credit)	2 hours in navigation, 1 hour in aerology for both courses, or proportionate credit for one course
Communications	16 weeks	2½ units in radio and communications	12 hours in radio and communications	Credit in typing based on examinations
Destroyer Escort, Patrol and Submarine Chaser	8 weeks	1 unit	None	Credit in navigation, general engineering and first aid based on examinations
Diesel	20 weeks (formerly 10 weeks)	3 units in Diesel engines	12 hours in Diesel engines	Credit based on examinations; 6 hours in shop practice
Indoctrination	8 weeks	1 unit in naval science	None	3 hours in naval science
Midshipmen (Engineering)	14 weeks (now 17 weeks)	None	None	Electrical engineering, 4 hours; construction and main engines, 4 hours; boilers and auxiliaries, 3 hrs.
Oriental Languages	52 weeks	None	None	26 hours in oriental languages
Pre-Flight	11 weeks	None	None	4 hrs. in navigation, 1 hr. in aerology; credit in NROTC where granted
•NAVY ENLISTED, FEMALE				
Aerographer's Mate	12 weeks	2 units in weather observer	10 hours in weather observer	3 hours in weather forecasting
Aircraft Instruments	14 weeks	2 units in instrument maintenance	10 hours in instrument maintenance	None
Indoctrination	4 or 5 weeks	½ unit in naval organization, history	None	None
•NAVY OFFICERS, FEMALE				
Communications	8 weeks	1 unit in radio and communications	4 hours in preparatory for radio operators or airport control tower	Credit in radio and typing based on examinations
Indoctrination	7 weeks	1 unit in naval organization, history	None	3 hours in naval organization, history
•MARINE CORPS ENLISTED, MALE				
Amphibian Tractor Operator	4 weeks	½ unit in tractor operator	3 hours in tractor operation	None
Aviation Supply	15 weeks	2½ units in business practices	12 hours in business practices	None
Drafting	12 weeks	2 units in drafting	10 hours in drafting	Credit based on examination; 10 hours in shop practice
Field Music	12 weeks	1 unit in drum and bugle corps	6 hours in drum and bugle corps	None
Radio Operator	12 weeks	2 units in radio operation	10 hours in radio operation	None
Water Supply and Purification	8 and 12 weeks	1 or 2 units in waterplant operation	8 to 10 hours in waterplant operation depending on length of course	None
•MARINE CORPS OFFICERS, MALE				
Field Artillery	16 weeks (formerly 12 weeks)	None	None	Military training credit; math, civil engineering, etc., credit based on exams
•COAST GUARD ENLISTED, MALE				
Gunner's Mate	12 and 16 weeks	1½ units in ordnance training	6 hours in ordnance training	None
Gyro Field Instruments	3 weeks	½ unit in precision instruments	3 hours in precision instruments	None
Machinist's Mate	16 weeks	2½ units in machine shop	12 hours in machine shop	12 hours in shop practice
Motor Machinist's Mate	16 weeks	2 or 2½ units in motor machinist shop	12 hours in motor machinist shop	12 hours in shop practice
Port Security	6 weeks	1 unit in protective and service work	4 hours in protective and service work	None
Quartermaster	12 and 13 weeks	2 units in navigation and signaling	10 hours in navigation and signaling	None
Seamanship	13 weeks	2 units in seamanship	10 hours in seamanship	None
Storekeeper	12 weeks	2 units in office procedure and credit in typing based on examinations	10 hours in office procedure	Credit in typing based on examination
•COAST GUARD OFFICERS, MALE				
Pay and Supply	16 weeks	2½ units in business practice	None	6 hours in elementary business administration

* Terminal credit means that credit is recommended for individuals who plan to take only two years of junior college work of a technical or vocational nature.

NAVY MAIL

Official U. S. Navy photograp

When You Get a Letter in the Marshalls 5 Days After It Was Mailed in New York, You Know Somebody's Looking Out for You

A GREAT convoy, loaded and formed at a U. S. east coast port, knifes its way through the waters of the Atlantic, bound for Gibraltar and the Mediterranean. It carries arms and food and other supplies and, last but not least, parcel-post packages from home for naval personnel.

Overhead an R5D on the Naval Air Transport Service, also bound for the Mediterranean, passes the convoy. Included in its cargo is Navy mail. When the men aboard the convoy reach their Mediterranean port, their own mail will be there, waiting.

From San Francisco, another NATS plane is off for Pearl Harbor, carrying mail on a 14-hour schedule. Within minutes after the plane lands at Pearl, some of its mailbags have been shifted to other planes for transhipment to points nearer the battlefronts. Mail posted in the Middle West will reach South Pacific fronts in a few days.

Out in the western Pacific, the crew aboard a carrier hears over the bullhorn the call "Fourth Division, stand by to receive destroyer on port quarter." Sailors in dungarees hurry aft to the fantail as a two-stack destroyer battles forward against the waves left by the speeding carrier. The destroyer's skipper synchronizes his speed and course with that of the flattop. Then a bluejacket heaves a light line from the carrier to the bobbing destroyer. This strong light line pulls a larger messenger line over to the destroyer, and the messenger line, in turn, hauls over the whip line. The whip line, or "trolley," is secured and held taut.

A deep canvas bag, relic of coal burning ships, is rigged on the trolley. Bags of mail are piled in it and pulled across the churning sea to the carrier. A few minutes after the destroyer casts off, "mail call" is sounded aboard the carrier. The grand scramble is on. The Navy's mail has been delivered again.

These incidents are just a few snapshots, as it were, from the picture album of the Navy mail service.

The Whole Picture

For the whole picture, you'd somehow have to crowd in approximately 17,000 Navy mail clerks and 400 postal officers, 5,000 Navy post offices throughout the world, almost every convoy, task group and mail plane leaving or returning to the U. S.—and sooner or later nearly every ship in the Navy.

And to give the picture perspective you should crowd in the mail itself. For instance, in November 1944, figures show the Navy mail service handled 111,364,853 pieces of mail of all kinds. Of this number, 69,326,50 cleared the San Francisco Fleet Post Office and 42,038,351 cleared the New York FPO.

In October 1944 the service disposed of the greatest volume of mail since the war began—113,081,956 pieces, 73,310,984 via San Francisco and 39,770,972 via New York.

The combined figures for October and November include a total of 22,966,245 Christmas packages for naval, Marine Corps and Coast Guard personnel, more than three times the total of 7,480,000 Christmas packages handled by the Navy the year before.

To get the overall picture of the worldwide Navy mail service and how

it does a job unparalleled in all history, you should start with Op-20M in Washington, D. C. ("Op" is the Office of the Chief of Naval Operations; Op-20 is Naval Communications. The "M" is for mail—and so OP-20M is the Postal Affairs Division of Communications, otherwise known as the Navy mail service.)

Op-20M, located in the main Navy Department building on Constitution Avenue, is the heart of the mail service, the central control, through which flows the latest information on ship and plane movements. On this the routing of Navy mail is based.

The strong arms of Op-20M are the great fleet post offices at New York and San Francisco, clearing houses for mail moving between the U. S. and the Atlantic and the Pacific.

Like the headquarters of so many naval activities, Op-20M centers in and around a huge room crowded with desks, file cases, film recording and printing machinery, incoming and outgoing wires, with scores of officers, enlisted personnel and civilian workers buzzing about. The officer-in-charge, Assistant Director of Naval Communications for Postal Affairs, is a seagoing captain with modern combat experience.

The personnel of Postal Affairs, in Washington and throughout the world, includes veterans of the U. S. postal service, serving as postal officers or as rated mailmen (MaM). Like the family physician and dentist, the mailman has gone to war, and it's quite possible the mailman who served you back home is today out anywhere from the North Sea to the Philippines, sorting, delivering or routing Navy mail.

The Nerve Center

In the nerve center which is Op-20M, ship and plane movements are traced and communicated daily to the fleet post offices by wire and air mail.

Information on ship and plane movements come in from all over the world—by radio, letter and messenger. The job almost beggars description, but an efficient job it is, keeping track of 45,000 shifting ships and shore stations of the naval establishment, and keeping all FPOs and mobile fleet units currently advised of changes.

Full use is made of the ships and planes of the Navy, the Army and the merchant marine and the machinery of the U. S. Post Office Department. Navy and Army planes interchange their services in transporting mail. Some area will find the Navy carrying all the Army's mail, while in other areas the Army carries the Navy's mail. Commercial airline facilities also are utilized extensively.

All FPOs furnish Washington with a daily report including details on any backlogs that may accumulate, thus assuring prompt action on delays.

Expediting the Mail

During the summer months, of course, longer days and clearer weather make it possible to handle more Navy mail by air than in winter. The greater percentage of letter mail is dispatched by air to all naval points on the eastern seaboard outside continental limits in the Western Hemisphere. For the Pacific, European and Mediterranean theaters, the major portion of letter mail is carried by fast surface ship.

The Navy's most difficult mail problem is that of reaching the men of the Armed Guard and the merchant marine, since merchant ships put into practically all Allied ports throughout the world without benefit of schedule. Handling of merchant marine mail was assumed by the Navy inasmuch as it offered the only secure channel for the routing of this mail and already was obligated to deliver mail to Navy gun crews on the same ships. Almost all Armed Guard and merchant marine mail is forwarded by air.

Sometimes a letter of complaint is received from a relative or close friend of a man in the naval service. A "Dear Mom" department checks with BuPers and with the Postal Affairs directory service to ascertain the present address of the serviceman.

If his mail service has been poor—if he has received no mail in the last two or three months—Postal Affairs asks the man's commanding officer about the mail service of his unit and specifically why Jones or Smith isn't getting his mail. If bad, the cause is determined and diligent effort made to rectify the situation. If Postal Affairs finds the man has been neglectful in writing his relatives, he is informed of their anxiety and is advised to write home oftener. When the man or his relatives are using an incorrect address, they are given the correct one.

Cable Service Too

Op-20M also handles the operations of the EFM-SCM cable service (Expeditionary Force Message and Sender's Composition Message) to and from naval personnel.

EFMs are stock messages, with 237 different standard wordings now available to cover almost every common request, congratulation, greeting and message. They are carried by commercial cable and radio channels between most Allied-controlled ports of the world at a standard charge of 60 cents plus tax, which varies according to where the message is received.

Service personnel afloat, or stationed overseas where there are no commercial facilities, may send EFMs via their communications officers. They may also be sent by relatives or friends in the U. S. to all land-based service personnel overseas and to personnel in certain land-based mobile units. The list of EFM texts was published in the September 1944 INFORMATION BULLETIN, p. 68.

The SCM is for the use of a relative or a friend who wishes to cable a message to anyone in the Navy stationed at an overseas shore base. This type of message is paid for at current rates according to the number of words.

The Mail Goes In

When an invasion is launched, the initial mail service staff goes in with the third echelon on the third day, setting up portable equipment, collecting

BECAUSE the Navy knows how much mail means, it leaves nothing undone to get it out to the fronts (and to get it home to the folks) as fast as humanly possible. These Navy men on duty in the South Pacific are getting letters within a matter of days, thanks to a highly geared system world-wide in scope and painstaking in operation.

The ox cart (top) helps the four-engine NATS plane speed mail service on Saipan; on a carrier (center) scrubbed garbage cans help out for sorting; but in Iceland (bottom), as throughout the world when Christmas packages arrived, there was no help for it: just hard work to get the presents delivered on time.

mail and selling stamps and canceling letters. This mail unit, however, does not deliver mail. The delivery unit comes in with the fourth echelon and, when established ashore, operates in two tents, later replaced by quonset huts, with 2½-ton truck for transportation. It is equipped with a safe, desk, chairs and other supplies, and begins delivery as soon as the first mail plane lands with its load. Meanwhile, the mail unit that went in with the third echelon is dispatching mail.

For ships of the invasion fleets, mobile fleet post offices are established aboard large carriers or LSTs.

Good old American ingenuity sparks the Navy mail service. The postal officer at Peleliu, for instance, was able to provide regular mail service for marines and naval personnel five days after D day by using a number of apple crates. With all its equipment aboard another ship 50 miles away, the postal unit began operations aboard an LST off Peleliu by spreading apple crates over the LST's crowded deck and sorting the mail into them. The packets were then dispatched in small boats to the beach and to all ships present. Small quantities of mail arrived at the beachhead as early as D-plus-two, and daily deliveries began three days later, the mail being flown in by NATS Skymasters.

The first NATS flight to Peleliu created a sensation. The plane landed within 600 yards of where fighting was going on between Marines and the Japanese. Action was so close that the Japs tried to hit the next NATS plane with a mortar shell. However, they never got the range.

5 Days to Eniwetok

Navy mail service is now delivering letters to Eniwetok, former Jap-held island in the Marshalls, five days after posting on the U. S. east coast.

When the first mail from home reached the island last February, some Japs were still holding out. The battle was still under way when a seaplane landed in the harbor and turned over its mailbags to a rusty and battered LCV(P) which soon edged into the beach with its cargo. There were six tents on the island then, and only three had electric lights—the atoll headquarters tent, the communications tent and the postal tent.

A sign painter's apprentice posted a sign reading "FLEET POST OFFICE." Some feet away, another sign, much more legible, read: "REPORT DEAD JAPS HERE."

There had been misery on Eniwetok that day and the men had had to contend with flies, sun and dirt as well as Japs.

Bluejacket postal clerks working under a single electric light sorted the mail, and begrimed men began to congregate outside. Silently they counted the bags of mail as they disappeared into the tent. Soon the mail was ready. The war halted for an hour. All over the island there were tiny dots of light as the men broke out flashlights and sat on the ground to read their mail. Their eyes lost all traces of the weariness that had been evident a short time before.

ON ENIWETOK mail arrives from U. S. East Coast—8,000 miles away—in five days. Left: sacks of mail are unloaded outside FPO; right: mailmen inside start immediately to sort letters.

The Fleet Post Offices

Operating units of the Navy mail service throughout the world are the Navy post offices. There are 583 Navy post offices in the U. S., 778 at overseas shore bases and 3,098 aboard ship. While these figures total 4,459, there are in reality more than 5,000 Navy post offices all over the world, since major activities count only as one post office on the roster of the Postal Affairs Division. Such activities, however, may have as many as 12 post offices within the command.

Navy POs vary greatly in size and appearance, of course, depending upon the number of personnel they serve. The larger ones are designated as fleet post offices. A small overseas outpost PO may be operated in a corner of a tent by one man on four hours a day collateral mail duty. The San Francisco FPO (the largest of all) has 2,100 employed. New York FPO has 1,500; Pearl Harbor has 434.

Mail personnel is allotted on the basis of one mail clerk for each 500 persons and one directory clerk for each 1,000.

Most Navy mail to or from ships and overseas points is processed through either the San Francisco or New York fleet post offices.

San Francisco's FPO mail operations are spread out over four buildings to serve the Navy in the western part of the U. S. and the entire Pacific Fleet. The New York FPO, housed in a 10-deck building in the downtown section except for its parcel post section at Pier 51 on the Hudson River in Manhattan, serves the eastern part of the U. S. and the Atlantic Fleet, including naval units in Europe, Africa, South and Central America, and the Caribbean.

There is, in addition, a special FPO in Chicago to receive and process V-mail for addressees in 17 central and central southern states. V-mail from the East, addressed to men in the Pacific, is intercepted at Chicago and filmed in order that this mail may be flown from there on. The same interception occurs for European and African mail which originates in the central and western states.

The New Orleans FPO also plays a prominent part in the Navy mail service, clearing mail to and from the areas fringing the Gulf of Mexico and the Caribbean. There are numerous other FPOs in the U. S., but the major operations are at San Francisco and New York, on a 24-hour basis.

Those who know the layout of a big city U. S. Post Office would find themselves in familiar surroundings in one of the Navy's major FPOs. The ground deck is devoted to the actual loading and unloading of mail bags on Navy mail trucks. Mail comes in and goes out every hour of the day. There is a section for each class of mail: V-mail, air mail, first class mail, registered and insured mail, "prints"—the FPO term for newspapers, magazines and such—and parcel post.

Each class of mail, for delivery in or outside the U. S., is moved from the ground deck to the proper distribution section. Each class is subjected to two and sometimes three breakdowns until finally it is sorted into slots and pouches for several thousand ships and stations.

The stream of general Navy mail, official and personal, flows through the mail branches of the FPO. However, the Armed Guard has its own branches at the San Francisco, New York and New Orleans FPOs, constituting an FPO within an FPO. It handles its own directory, does its own distributing. The FPOs have merchant marine mail sections, with dispatching handled jointly by the AG and merchant marine dispatch section.

The Marine Corps section of the two big FPOs also operates separately, except for dispatching, which is handled by the Navy. The Marines keep track of their own units.

Official U. S. Navy photographs

TYPICAL of overseas FPOs is this quonset but at Eniwetok.

The New York FPO also has a French Navy section, manned by French enlisted personnel, to handle mail for French naval vessels operating with the U. S. Atlantic Fleet.

Fast vs. Slow Service

Mail that is properly addressed moves full speed ahead. Mail that is improperly addressed is turned over to to the directory service, which handles each stray mail item individually.

In most cases, if a Navy mail directory has anything at all to work on, improperly addressed mail finally reaches the person intended.

There is little hope, of course, for letters addressed to: John Jones, S2c, c/o Fleet Post Office, New York, N. Y., or San Francisco, Calif. In such cases, the sender is notified and requested to furnish a more detailed address.

The directories of the San Francisco and New York FPOs are known officially as the Pacific Fleet and Atlantic Fleet Records Offices. There the names of over 3,000,000 naval personnel—including yours—are kept on cards arranged alphabetically in scores of wooden bins or cases that take up half a deck. Here staffs, chiefly WAVE personnel, do an efficient job of recording address changes as they come in and helping track down the latest correct address for Joe Dokes, S1c, or Bill Binks, CBM.

Biggest headaches to the directories are the thousands of Smiths, Joneses, Johnsons, Browns and Whites. There are 1,800 William Smiths in the New York directory's files.

Handling of Navy, Marine Corps and Coast Guard mail is simplified and expedited by the use of Navy numbers—that is, numbers assigned to particular naval activities and their personnel. Such a number, properly used on each address, helps to assure speedy mail service.

Postal officers of the big FPOs sit in every day on conferences with officials of shipping companies, NATS, commercial airlines, the Army Postal Service and the U. S. Post Office Department to coordinate latest convoy and routing information. When ships are suddenly ordered to sail from the

ports of New York or San Francisco, the FPOs there naturally get the information first and then forward it immediately to Washington for distribution to other Navy post offices. When the destination of a unit is temporarily undetermined, its mail in the FPO goes into a pouch in the "hold section" and is not dispatched until the unit's next address is received.

For the sake of security, a so-called locator system is used in dispatching Navy mail. Each ship and activity has a locator number (changed frequently) to which its mail is addressed after it is put in the pouches.

One of the most difficult FPO jobs is the handling of "prints." Naval personnel are subject to constant shifts throughout the world, and all too often newspaper and magazine publishers have only the initial Navy address of their subscribers in service. Publishers are notified, by postage due notice from the FPO, when "print" addresses are incorrect. Postal Affairs continues, meanwhile, to advise naval personnel to keep publishers informed of their changes of address and to request discontinuance of publications they do not want.

Ready and Waiting

When ships reach American ports, they find their mail waiting for them. The FPO, informed in advance of anticipated ship arrivals, loads the mail for each ship on trucks and sends it to the docks. If the ship is not yet in port, the mail is not taken back to the FPO. The mail truck waits. Sometimes, the mail is loaded on small craft at the docks and sent out to the waiting ships.

At the New York FPO, 1944's unprecedented Christmas mail load caused a severe case of growing pains which was cured only by moving the parcel post section to Navy Pier 51 on the Hudson River. The pier has two decks and a roof (but little in the way of bulkheads), is about three city blocks in length, and offers to all hands the opportunity of duty in the open spaces. Winter had come to New York, and temperatures on the pier were frequently sub-freezing.

Parcel post crews at San Francisco and New York each operate a "scavenger department" where damaged or improperly wrapped packages from home are rewrapped.

The biggest trouble with Navy parcel post is that so much of it is wrapped in packages that simply won't stand the gaff, and also that parents and wives and friends insist on sending perishable foodstuffs to naval personnel overseas. The food deteriorates with handling and changes in the weather.

The Most Practical Mail

V-mail is the most practical mail service the Navy offers. It receives the highest priority and reduces the mail transportation problem.

Basically, the V-mail principle is very simple. Instead of sending the letter itself, which is bulky and (when weighed in the millions) heavy, the Navy simply photographs the letter onto a tiny film and then gives the addressee a photographic print of the

letter. As a result, the equivalent of 25 sacks of air mail letters, weighing approximately 1,250 pounds, recorded on 16-mm. film can be carried in one small V-mail sack weighing approximately 14 pounds. Eighteen hundred V-mail letters, can be recorded on one 100-foot roll of microfilm weighing 7 ounces, displacing a stack of letters that originally weighed 41 pounds.

The excellent mail service of recent months has been made possible to a considerable extent by a large percentage of the people using V-mail. In the last two months, however, there has been a decline in its use due to the possible illusion that there are unlimited airmail facilities. At this critical time, with forces and operations constantly expanding, the exclusive use of airmail will defeat the good mail service of the past months.

For this reason, all hands are always advised to share airmail advantages with others by using V-mail whenever and as often as possible.

In addition to the three big V-mail FPOs serving the Navy in the U.S. (New York, San Francisco and Chicago) there are 25 V-mail processing stations overseas. Of these, 20 are operated by Navy, five by Army.

When Army and Navy units are operating in the same area, these overseas stations always interchange V-mail service. The Navy now takes care of the Army on Guam, for instance, while the Army serves the Navy in Iceland and at Cairo, Egypt.

The number of V-mail stations overseas fluctuates according to the trend of operations. Nine V-mail stations have been closed in recent months because of shifts in the areas of operations and because the mail volume has been reduced to a level whereby air facilities are adequate, and new stations are opened closer to the front.

Shuttle airmail service is maintained to forward areas and surrounding stations by the overseas V-mail stations. This assures airmail service "all the way" for V-mail.

6 to 10 Million Monthly

The Navy mail service handles from 6 to 10 million V-mail letters to and from naval personnel per month.

How the V-mail process actually works is shown in the accompanying cartoons. When senders do not follow instructions, it slows down.

V-mail letters written in dark blue or black ink must be separated from those written in colored inks or in pencil, because the latter call for special treatment, including more or less light during the instantaeous exposure to assure a serviceable film negative.

The next job is to "spot" letters with enclosures and remove them, because no enclosures can be sent with V-mail. These enclosures have covered everything imaginable—razor blades, chewing gum, ration tokens, money and pictures—lots of pictures. Pictures pasted on V-mail letter sheets cannot be photographed. If you want to send a sketch by V-mail, draw it or have it drawn directly on the letter sheet. There is no objection to that, and ambitious artists have contributed scores of Christmas and New Year's cartoons which were printed on V-mail sheets.

So that enclosures may be forwarded, V-mail letters with enclosures are shifted to first class mail bags and handled thereafter as letter mail. Such letters are forwarded in original form via surface mail (which is slower than air, of course) and the addressor notified when possible.

There are other reasons why V-mail ceases to be V-mail when opened and examined. The writing may be too faint or too small, or it may not have been kept within the specified limits on the letter sheet form. The sheet may have been improperly folded, causing it to be defaced by the letter opening machine. (These letters are forwarded from overseas by air to the U.S. when possible, since personnel may not have pen and ink or soft lead pencil available).

If you are writing from a ship or overseas, a good thing to remember about V-mail—and this will save you a few cents from time to time—is never to put airmail postage on a V-mail envelope unless the addressee lives a considerable distance from the FPOs at New York, San Francisco, or Chicago. V-mail rolls move by air anyhow; so if your Aunt Emma lives within a few hundred miles of any of these FPOs, use your free mailing privilege and save your airmail money. On the other hand, if your home is in the southwest, southeast, or in a Middle Western state distant from Chicago, then an airmail stamp naturally will speed up delivery.

What the Folks Back

U.S.A. A YEAR-END REPORT FROM HOME

(Condensed from a review, by the Associated Press, of what's been going on on the home front since you've been away. Made available to the INFORMATION BULLETIN *by AP Newsfeatures.)*

JANUARY: Invasion rumors . . . U. S. suicide rate declines . . . West Coast motorists drain gas stations dry . . . Mrs. Herbert Hoover dies in New York City at 68 . . . Antanas Semtona, exiled president of Lithuania, dies in Cleveland . . . Betty Grable's unborn child nominated "Babe of the Year" . . . Shall soldiers and sailors vote? . . . Fourth war loan drive . . . Bidu Sayao cites Brazilian woman's mission in life: "To be beautiful and kind, to make music, to make life pleasant for man" . . . Army-Navy report: 5,200 Americans died in Philippines of starvation and torture . . . Nation pledges to avenge victims . . . World's greatest warship, 45,000-ton *Missouri*, launched . . . Dimout lifted in New York . . . Congress sidetracks President's request for a national service act . . . President is 62 . . . John D. Rockefeller Jr., 70 . . . President and Mrs. Roosevelt deed Hyde Park homestead and 33 acres to U. S. . . . Hollywood motorist Josephine Lee, fined for speeding, says she had to drive that way to keep sailors off . . . Johnny (Tarzan) Weissmuller sued for divorce.

FEBRUARY: The $2,315,000,000 second wartime tax bill goes to the White House . . . Army takes over seven Fall River (Mass.) textile mills . . . Star "Nova Pictoris" found flattened at poles . . . Tax bill vetoed by President . . . Wendell Willkie celebrates 52nd birthday . . . Martha Raye, comedienne, wins Mexican divorce from third husband . . . Edgar Lee Masters, 74, of "Spoon River Anthology" fame, found destitute in New York . . . Grover Cleveland Bergdoll, World War I draft dodger, released from Leavenworth prison . . . Raymond Clapper, columnist, killed in air crash . . . Soldier-sailor vote problem complicated by mechanics and politics . . . Stephen Hopkins, son of Harry L. Hopkins, killed in the Pacific . . . Divorce: Edna Marie Skelton "dood it" to Red Skelton.

"BIG TOP" caught fire, cost lives of 163 in Hartford, Conn.

MARCH: FBI arrests 31 persons in Florida in effort to end black market in railroad reservations . . . Gripsholm homeward bound with 711 Americans . . . Irvin S. Cobb dies in New York at 67 . . . Hendrik Willem van Loon dies at 62 . . . Joseph C. Lincoln dies at 74 . . . All three literary deaths within a week . . . Application of Pvt. Louis F. Niestepski to enlist in the WAC rejected . . . Republicans want change in tax basis . . . Supreme Court upholds rent and price control.

ERNIE PYLE
Pulitzer Prize war correspondent

APRIL: Charlie Chaplin acquitted of Mann Act charge . . . Wendell Willkie loses Wisconsin primary; withdraws from contest for Presidential nomination . . . Mrs. Roosevelt tells press conference she hopes women will sit officially at the peace table . . . William Cardinal O'Connell, archbishop of Boston, dies . . . Former Chief Justice Charles Evans Hughes is 82 . . . Charlie Chaplin is 55 . . . Col. Elliott Roosevelt becomes a bachelor again . . . Constellation, largest land plane, sets new transcontinental speed record, six hours, 58 minutes . . . Secretary of the Navy Frank Knox dies at 70 . . . Government seizes Chicago plant of Montgomery Ward & Co., physically evicting Sewell L. Avery, company head.

MAY: "Pensive" wins Preakness at Pimlico . . . Lillian Smith's "Strange Fruit" barred from mails and then reinstated "at the publisher's risk" . . . Roosevelt bandwagon rolls on, bringing pledged and claimed delegates to 667—only 589 needed for nomination . . . Alfred E. Smith's wife dies at 65 . . . Fifteen male "Fundamentalists," accused of maintaining a total of 55 wives, are convicted of unlawful cohabitation in Salt Lake City . . . For first time in 25 years there'll be no Communist presidential nominee . . . New York fire department extinguishes fire in offices of Fire Extinguisher Service Corp.

JUNE: Two Americans make speeches in Russia: Vice President Wallace and Chamber of Commerce president Eric Johnston . . . National Knights of Ku Klux Klan disbanded . . . Fifth war loan drive for $16 billion starts . . . Thomas E. Dewey is named Republican nominee for President.

JULY: International monetary conference opens at Bretton Woods . . . Norman H. Davis, 65, American Red Cross chairman and former ambassador-at-large, dies . . . Gov. Dewey, radio match for President Roosevelt, vocally speaking, opens campaign . . . Vice President Wallace starts home from Chungking . . . De Gaulle has "comforting talks" with President in Washington. "Big Top" fire in Hartford, Conn., takes more than 150 lives . . . Will rocket bombs cross the ocean? . . . Democratic convention: Mr. Roosevelt's nomination was inevitable; Sen. Harry Truman wins hot race for second place on ticket . . . More than 300 killed in explosion of ammunition ships at Port Chicago, Calif. . . . Blast shook San Francisco, 35 miles away . . . Polar bear in New York City zoo bit off arm of young woman teaser before her companions drove him away with burning newspapers.

AUGUST: Manuel Quezon, exiled Philippines president, dies . . . CIO-PAC plea: "A buck for the New Deal" . . . Gov. Dewey denounces Rep. Ham Fish for anti-Semitism . . . Last of the first two women senators: Hattie Caraway defeated in Arkansas primary . . . Rep. Fulbright sponsors resolution which puts the House on record for international freedom of the press . . . Fire: at Palisades Park, N. J., and Luna Park, Coney Island . . . Transit strike in Philadelphia . . . Representatives of United Nations meet at Dumbarton Oaks to plan lasting peace . . . Motion picture "Wilson" production cost, $5,200,000.

Photographs from Acme

MISS AMERICA was 19-year-old Venus Ramey, of Washington, D. C.

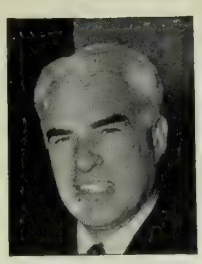
Home Were Doing During 1944

SEPTEMBER: Sen. George W. Norris, champion of popular rights, dies . . . Dewey opens campaign in Philadelphia . . . The rumor that a destroyer was sent a thousand miles to fetch Fala, left in the Aleutians, is denied . . . President and Churchill confer in Quebec—their eighth meeting of the war . . . United Nations Relief and Rehabilitation conference in Montreal . . . Hurricane hits Eastern seaboard; tens of thousands of trees downed . . . U. S. bans American ships from Argentine ports . . . First lady of the turf, Mrs. Payne Whitney, dies at 68 . . . Attorney General Biddle rules CIO-PAC violates no election laws . . . President Roosevelt: "I shall not campaign—in the usual sense" . . . Vice President Wallace: "Some people may say President Roosevelt is a tired old man—the great fear of certain reactionaries is that his mind is awfully good" . . . GOP wins in Maine . . . Discovery: President Roosevelt and Gov. Dewey have common ancestors; they're seventh cousins, once removed . . . Reno record: 58 divorce actions filed in one day . . . Secretary Stimson: "I hope I live long enough to see V-E day."

OCTOBER: Al Smith dies in Manhattan . . . Army Air Transport Command establishes direct air service between New York and Paris . . . Frank Sinatra has tea at White House . . . Wendell Willkie dies from overtaxed heart . . . Barbara Hutton and Cary Grant reunited after seven weeks of separation . . . St. Louis Cardinals beat Browns in hometown world series . . . Died: Richard Bennett, 72, stage idol, father of Constance, Joan and Barbara . . . Four score and five: John Dewey, grand old man of philosophy . . . Republicans: "Why do Communists and Pinkos like the New Deal so much?" . . . Gas tanks explode in Cleveland with death toll over 100 . . . Fourteenth biennial convention of United Lutherans resolves to "vigorously combat" hasty marriages and divorces.

WENDELL WILLKIE
Withdrew from '44 race; died at 52.

NOVEMBER: Political harvest time: campaigners on both sides are bitter, heated . . . Gen. Stilwell, recalled, reaches Washington; no statements . . . Mayor LaGuardia, at LaGuardia Field, is porter for porterless woman . . . President Roosevelt reelected; carried 36 states with 432 electoral votes; Gov. Dewey, 12 with 99 . . . Solid South vote unneeded for Democrats to win for the fifth time since the Civil War . . . Democratic sweep increases party's majority in Congress . . . Sixth war loan drive for $14,000,000,000 . . . Cigaret shortage . . . Lauritz Melchior, Wagnerian tenor, bags 1800-lb. buffalo . . . Regents fire Homer Price Rainey, U. of Tex. prexie; students protest . . . International aviation conference in Chicago . . . Secretary of State Cordell Hull resigns because of ill health; President names Edward R. Stettinius Jr. . . . Gertrude Atherton celebrates 87th birthday with completion of her 41st book . . . Nazi prisoners of war pick apples in Washington state . . . Married: Dale Carnegie, after meeting and influencing Dorothy Price Vanderpool . . . Died: Boake Carter, radio commentator; Republican Senator Brookhart of Iowa.



Photographs from Acme

CORDELL HULL, ill, resigned as Secretary of State; was succeeded by Edward R. Stettinius, Jr.

DECEMBER: Reconversion halted to speed arms output . . . Army pigskins Navy (23 to 7) at Baltimore . . . Wed: Col. Elliott Roosevelt, Faye Emerson — his third, her second...State Dept. reorganization . . . FTC joins in the search for cigarets . . . Gov. Dewey back to work after vacation at Sea Island, Ga. . . . Sixth war loan of 14 billion oversubscribed by more than six billion dollars.

What's in Store for 45?

(Condensed from AP preview)

Industry: Prolonging of war in Germany past 1944, and prospect of longer Pacific campaign, dim industry's hopes for expanded civilian goods production in 1945. Reconversion timing upset: now estimated at least six months after V-E day before refrigerators, vacuum cleaners, etc., will be available. Few passenger cars to appear will be slightly altered 1942 types. Fuel rationing likely to continue until Jap defeat.

Labor: Membership may nose-dive as war production cuts down. Despite AFL overtures, a CIO-AFL union appears remote. But AFL hopes to get back John L. Lewis and his 600,000 United Mine Workers. Fall of Germany may start large back-home movement among 16,500,000 woman workers. Many, however, will continue.

Agriculture: Two major problems—maintain record food production for military and civilians, though short of labor and machinery, and plan for peacetime adjustment. Early defeat of Germany could pose problem of sharp break in foreign prices, start of new farm depression, as after World War I.

Food: Continued use of ration stamps for better grades of meats, butter, sugar, canned food, fruits, cheese. Less fluid milk. Poultry scarce at first. Cereals and truck crops should be plentiful, potatoes scarce in spring.

Science: Insect powder DDT will curb much malaria, can conceivably wipe it and typhus fever out eventually. In U. S., powder will be effective in reducing digestive troubles spread by flies, household insects. Penicillin will develop further uses, may start elimination of symphilis. Sulfa will lead advances in preventive medicine. . . . Rapid progress toward faster, higher planes, due to jet and rocket propulsion. Developments are laying foundations for new means of passenger travel.

Fashion: Greater femininity, less severe lines, new elegance in after-dark attire, preparing for celebration of V-E day.

Sports: More schools, leagues and performers will come out of war-forced retirement. Many athletes discharged from services will be back in 1945 for sports boom. New boxing faces should bring return of big gates, topped by a Billy Conn-Joe Louis championship bout. Army again likely to rule football world.*

Entertainment: Free-spending boom to continue. More plays with war themes. "Harvey" and "Anna Lucasta" leading for '45 Pulitzer Prize. Ballet booming; all new musicals include it. Radio and television expect biggest advances after Japan's defeat. More symphonies, better music, on the air. But quiz shows and daytime serials hold their own.

The Arts: Prosperous year ahead. More concerts, with more people hearing them. More fine new recordings of music. Public has found books good substitutes for many war-hit recreations, and soldiers and sailors have had millions of copies of "overseas editions." Many publishers expect postwar tendency toward reductions in book prices.

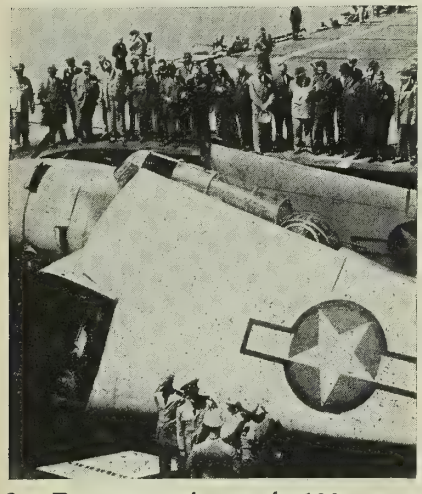
* Here, as elsewhere, republication does not constitute Navy Department endorsement. —Ed.

U.S.A. A YEAR-END REPORT FROM HOME

War Production Hit New Peak in 1944

PRODUCTION IN ACTION

1. In Navy's industrial incentive program, representatives of labor and management board carrier to see their products in action.



2. Representatives of 100-octane gasoline industry spend day aboard a CVE. Here they see elevator raise planes to deck.

Official U. S. Navy photographs

3. From catwalk of a carrier in the Atlantic, aircraft industry representatives watch take-offs and landings.

Production at home was put to increased tests in 1944 as our forces made startling advances on both sides of the world.

Fighting an all-out slugging match uses up war supplies at a prodigious rate, particularly under the American policy of supporting men wherever possible with an overwhelming superiority of materiel.

At year's end it was apparent that the rapid advance had outstripped many predictions and that, in some critical categories of war supplies, production would have to hump itself to keep up the pace of our offensives.

For a report to all hands on U. S. industry's job in meeting the requirements of the war, and a review of developments and achievements in 1944, the INFORMATION BULLETIN *turned to the country's top production agency, the War Production Board.* Written especially for this issue, WPB's review of "War Production in 1944" follows.*

Review of the Year

The monthly volume of munitions production reached its peak at the end of 1943. This year the volume of production has leveled off to an average output of about $5,350,000,000 a month, a rate slightly below the 1943 monthly peak. Although 1944 was not a year of new highs in monthly output as was true in the preceding years, the overall value of munitions' production reached a new peak—$64,000,000,000 compared to $56,900,000,000 output in 1943. The fact that the monthly volume of munitions' production leveled off this year does not mean that sufficient quantities of all war materiel were produced to satisfy military demands or that peaks in many of the programs were not reached.

This year more than ever before was one of invasion by land, sea and air. To meet the military requirements of the grand strategy for the many fronts upon which we have been advancing has called for adequate preparation for the waterborne landings of our troops on many shores. Therefore, from the beginning of this year up until May, production of landing craft was the number one program.

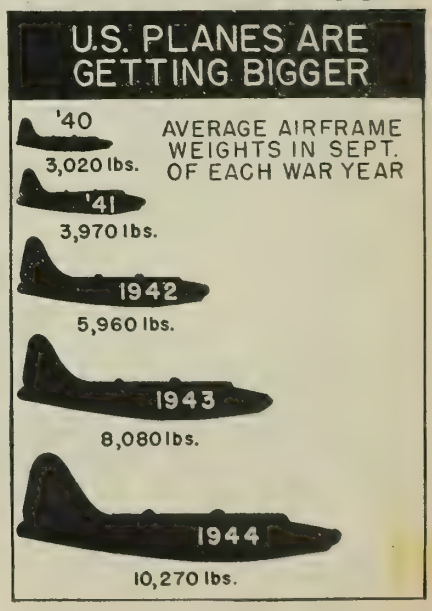
Simultaneously, our aircraft program called for the production of bigger and heavier planes to reach out to the Japanese strongholds and to disrupt the industrial centers of Germany. Production of bombers of all types with special emphasis on long-range bombers as well as increased demand for big transports increased the airframe weight of 1944 airplane production even though the number of planes produced each month declined after May. Production of trainers declined to less than one-half the number produced in 1943 as our training program neared completion and we were able to concentrate our productive effort on destructive power.

In order to convey men and materials to the beachheads, the Navy called upon the Maritime Commission for production of troop transports, attack-transport and attack-cargo ships. The attack-transport and attack-cargo ships are especially designed for assault operations. The Navy fits the vessels with special equipment to speed unloading. A faster cargo vessel, the Victory ship, came into production this year, while Liberty ship deliveries declined in number. Our landings also called for increased production of amphibious craft and tracked landing vessels of all types—Water Buffaloes, Ducks and many others.

At the beginning of this year, our whole production effort was concentrated on preparations for planned invasions. When the invasions became a reality, the adequacy of our preparations on the production front underwent the final test.

It was inevitable that this test on the battlefield would bring to light either needs for new weapons or needs for more of some of the weapons and equipment than the most careful planning had provided. As a result of battle experience in the Italian campaign, requirements for heavy artillery and spare cannon went up. With the opening of new fronts in France this demand continued and to it was added an increased requirement for heavy artillery. The invasion of France brought to light still further demands from our armies. Heavy-heavy (over 2½-ton) trucks and tires for them were called for in increasing numbers.

As the number of men engaged on



* Heading WPB as Chairman is Julius A. Krug, lieutenant commander in the Naval Reserve, who was placed on inactive duty and given the job. Appointed acting chairman on 24 August, he succeeded Donald M. Nelson on 30 September.—ED.

Official U. S. Army Signal Corps photograph

FROM PRODUCTION FRONT to war front: Row upon row, tanks, "ducks," ambulances, jeeps and trucks wait at an Italian port to be loaded for invasion of southern France.

the European front increased and the fronts were further extended, the need for communication between our numerous military units naturally increased. Thus production requirements for dry-cell batteries used in the walkie-talkie were stepped up. In addition the need for tactical field wire exceeded present production and schedules were boosted. Tanks mounting bigger guns were put into production as a result of invasion experience. Cotton duck for tents is critical, too, because of a steep rise in requirements early this year.

The mounting tempo of the war in the Pacific has brought forth upward revisions of naval ordnance requirements. One of the sharp increases in requirements occurred in high capacity ammunition for use against shore fortifications and for softening up beachheads. Production of rockets, too, has been stepped up and the schedule calls for a big increase. Navy 40-mm. antiaircraft guns are another critical program.

Ships and Naval Ordnance

The size of the U. S. fleet (exclusive of sinkings) almost doubled between December 1943 and December 1944. We now have an estimated 12,400,000 displacement tons of naval vessels of all types. New constructions of vessels of all types, merchant and naval, numbered 37,000 in 1944 compared to 26,600 in 1943.

The big addition to the fleet in numbers of ships was the number one program at the beginning of the year—landing craft. The value of landing-craft deliveries more than doubled in 1944 compared to deliveries in 1943. The value of landing-craft deliveries in the peak month—May of this year—was three times the value delivered in January, and twice the value of deliveries at the end of the year.

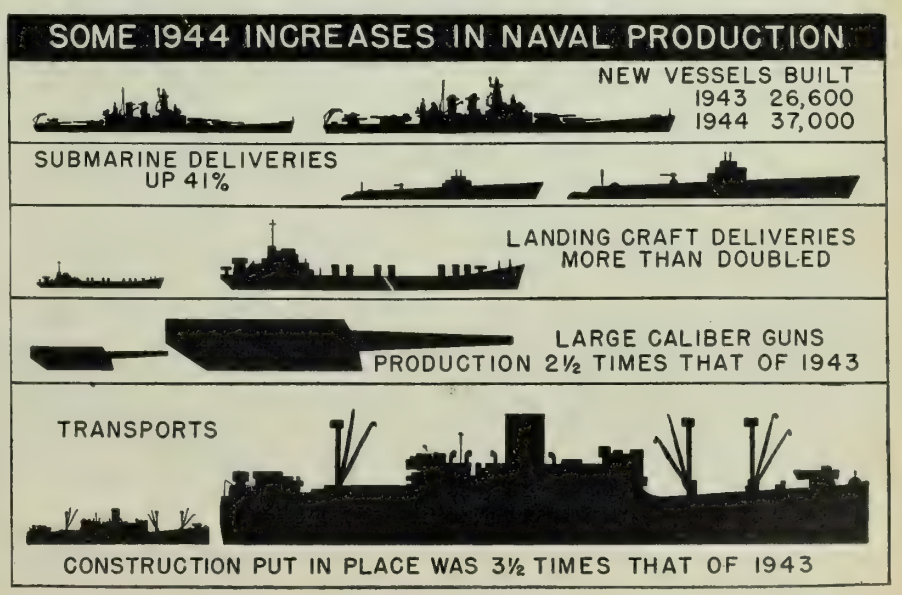
The submarine program in terms of construction-put-in-place (keels laid and work in progress) reached its peak in April of this year. For the year the increase in value-put-in-place was 6% over 1943. Past work on the submarine program showed up, however, in the value of deliveries which increased 43% in 1944 over 1943.

Construction of transports both by the Navy and the Maritime Commission showed tremendous strides in 1944. The value of work-put-in-place this year was three and one-half times that of 1943.

This year saw the tapering off of the destroyer-escort program. This was one of the very urgent programs in 1943 when the German submarine menace was still to be conquered. The value of work done on this program declined to less than one-third of the 1943 output.

With the substantial increase in the size of the fleet in 1944, it was only natural that naval ordnance production should show great gains. Production of naval guns, mortars and rockets increased 41% in 1944 compared to 1943. Navy antiaircraft and dual-purpose guns (5-inch) increased almost 80%. Percentagewise, large-caliber naval surface fire (over 105 mm.) showed the greatest gain. Production in terms of dollar value was more than two and one-half times 1943 output.

Ammunition for naval guns, being an expendable item, showed even larger increases. All ammunition for naval guns and mortars over 20 mm. increased 58% over 1943 output. Ammunition for naval surface fire also showed a large increase—output more than doubled in this category.



Another large item in the Navy program in 1944 was the provision for ship maintenance and repair. The outlays for this item, a critical program, increased almost 50% in 1944 compared to 1943.

Army Programs

Production in the combat and motor-vehicle category as a whole decreased 13% from the peak year of 1943. In this group comes the tank program which reached its peak in 1943 when 29,000 tanks rolled off the assembly lines compared to 18,000 this year. However, the Army has called for new models with greater firepower; these new tanks must be turned out at quantity rates at the same time that present models continue to come off the assembly lines in sufficient quantities.

Heavy-heavy trucks have been a production "must" for over a year. Even though facilities for axles, transmissions, generators and batteries have been expanded, shortages in labor and facilities for castings and forgings account for the difficulties this program has had in meeting production goals. Nevertheless production has increased 60% over output in 1943. But requirements called for an even greater increase.

Army ammunition increased almost 8% over 1943 output. Aerial bombs output in dollar value has increased 52% over 1943. Rounds of heavy artillery ammunition increased almost 40% but output is still not up to military requirements.

Guns and fire-control-equipment production for the Army Service Forces decreased in volume this year on an overall basis more than 35%. Heavy artillery (over 105 mm.) output, however, increased 75% in 1944 compared to 1943.

Winning the War of Supplies

What it takes to win victories was indicated in recent talks recorded for delivery before American manufacturers by Admiral Chester W. Nimitz, USN, Commander in Chief, U. S. Pacific Fleet and Pacific Ocean Areas, and by Vice Admiral Thomas C. Kincaid, USN, Commander Southwest Pacific Force and Commander 7th Fleet.

In a report on supplies required by the 7th Fleet during the first 30 days of the Philippines operations, Admiral Kincaid revealed:

- "156,000 Navy men manned the ships and planes of this force—a number equal to the entire population of a city the size of Flint, Michigan.
- "For these men we needed 2,000 tons of food and 203 tons of clothing.
- "During the Battle of Leyte Gulf, one battleship alone—the *California*, venerable veteran of Pearl Harbor—fired 600 tons of projectiles, expending more than 100 tons of powder.
- "Supporting the landings on the Philippines and in subsequent engagements, the 7th Fleet used 74,000,000 gallons of fuel—the capacity load of 17 ocean-going tankers."

Pointing out that in the Philippines, the U. S. is fighting 6,000 miles from its own coast, Admiral Nimitz said: "Each time we have gone forward, we have expended ships and planes and guns . . . built docks and warehouses and Quonset hut cities . . . poured a tremendous amount of equipment, machinery and supplies into the operations. Most of this has had to be replaced as we moved forward. . .

"We, or rather you, started out last year to build 80,000 landing craft. Many of our landing craft, as you know, are small. Small as they are, our fleet of landing craft today is approximately equal to the total tonnage of the United States merchant marine before the war, including our greatest ocean liners."

Praising the work that had been done to help U. S. forces win the battle of supplies, Admiral Nimitz said, "I salute American industry on its performance which has been no less than an inspiration to us in the Pacific."

Aircraft Production

The total number of airplanes produced in 1944 reached 97,000 compared to 85,930 in 1943. In May of this year over 9,000 planes were produced—the alltime high. Production in terms of number of planes has been decreasing since May. Numbers of planes produced no longer tell the story. The emphasis on bombers and especially the Super Fortress has made airframe weight the true indicator of the progress of airplane production. In 1944 more than 970,000,000 pounds of airframe weight were accepted compared to 657,000,000 pounds in 1943. More than 623,000,000 pounds of the airframe weight delivered in 1944 was in bombers, and 219,000,000 pounds in fighters and naval reconnaissance planes.

The production of airplanes, engines, propellers, spare parts and airborne aircraft equipment in dollar value increased about 38% in 1944 compared to 1943. Overall monthly production reached a peak in March of this year at a value of $1,750,000,000. This month marked the end of the monthly increases which had marked the aircraft production program since the beginning.

Communication and Electronic

This category of munitions production is still an expanding program. Production this year was 27% greater than in 1943. However, production has not been up to schedule this year. The program has been beset by design changes which are bound to occur in such a new and experimental field. This is especially true of the radar equipment program. Production here increased 65% over 1943, but requirements called for a much larger increase.

IDEAS speed production: With this combined inflater and tester at NAS, Alameda, Calif., life rafts are tested in one-sixth former time. Idea came through Navy's Employees' Suggestion Program. WPB has 8,000,000 workers enrolled under production-ideas committee.

Veterans Got Many New Benefits

1944 Saw Their Rights and Privileges Increased, Their Opportunities for Education and Employment Broadened

While American fighting men fought their toughest year of the war, and American industry produced record quantities of supplies for them to fight with (see p. 28), the Government in 1944 took new steps to look after their future.

Any serviceman who ever felt "there oughtta be a law" got his wish last year; one of Congress' main jobs was turning out legislation to increase the number of his rights, benefits and privileges, to facilitate his eventual return to civilian life, and to assure him greater opportunities for education and employment after he got out of the service.

Government agencies set to work to put this legislation into effect and to develop ways and means of broadening the employment prospects for veterans. A new top agency was set up to coordinate, direct and supervise all such agencies affecting the veteran. Army and Navy worked on procedures to aid discharged servicemen in the process of leaving the service and adjusting themselves quickly to civilian life.

It was a busy and eventful year on this sector of the home front. The U. S. veteran was having his first fitting for the future.

The Big Three

To many now in Navy uniform,* the year's three most important pieces of legislation may well be Public Laws 225, 346 and 359. From left to right, these are: the mustering-out pay act; the Servicemen's Readjustment Act of 1944, better known as the "GI Bill of Rights," and the Veterans' Preference Act of 1944.

These added new items to the protection which members and veterans of the armed forces already have (such as dependency allowances, hospitalization and medical care, vocational rehabilitation and training, pensions in case of death or disability in service, Government life insurance, guarantee of premiums on commercial life insurance, emergency maternal care for wives of enlisted men and reemployment rights for returning veterans).

First important service legislation to get on the books in '44 put cash in the hand of the returning veterans, provided mustering-out payments to tide over those discharged or relieved from active service under honorable conditions.

Those with less than 60 days' active service receive $100; with 60 days or more, $200, and if this included service outside continental limits or in Alaska, $300. The first $100 is paid at time of discharge; any further payments are in monthly installments of $100. Certain groups are excluded, such as those receiving base pay (not counting fogies) of more than $200 a month at the time of their discharge.

GI Package

On June 22 the Servicemen's Readjustment Act of 1944 became law, tying up in one complete package a wide range of veterans' benefits. Under this "GI Bill of Rights," eligible ex-servicemen were assured:

Education or training for one year, or a refresher or retraining course for the same period, with additional training depending on length of service (maximum total: four years). The Government pays up to $500 a year for tuition and other fees, books and equipment; plus $50 a month subsistence, without dependents, or $75 a month, with dependents.

Loans for the purchase or construction of homes, farms and farm equipment, and business property, with the Government guaranteeing 50% of the loan up to a maximum guarantee of $2,000.

Employment aid, in the form of an effective job counseling and employment service for veterans to provide maximum job opportunities. Each branch of the United States Employment Service will have a special veterans' representative.

Unemployment allowances of $20 a week, up to a maximum of 52 weeks, on a basis of four weeks' compensation for each month of military service (first 90 days' service counts double: 8 weeks' credit per month).

Additional hospital facilities for veterans, with $500,000,000 appropriated to build them.

Review of contested discharges, on request of veterans, their next of kin or the Government. (Exception: discharges by sentence of general court-martial.)

The GI Bill also provided that in event of future payment of a bonus by Congress, benefits received under the bill would be deducted from the bonus; or, in the case of a guaranteed loan, the bonus would apply against the unpaid balance and interest.

Uncle Sam: Employer

Five days after the GI Bill became law, another measure went on the books to assure servicemen greater employment opportunities in the Fed-

*Veterans' benefits mentioned in this article apply to all members of the U. S. armed forces, both men and women, discharged or separated from service under other than dishonorable conditions—Ed.

Photographs from Washington (D. C.) News

FIRST NAVY VETERAN to purchase a home under the "GI Bill of Rights" was Richard G. Starkey, former S2c, shown here with wife and 13-month-old daughter. Home (above) is in Maryland. Bank lent entire $5,000, Veterans Administration guaranteeing $2,000 under GI Bill. Monthly payment is $30.30.

eral Government and District of Columbia civil service.

Opening up a new field of employment for many servicemen and their dependents, the Veterans' Preference Act of 1944 brought together in one act many statutes, provisions and regulations already existing to provide special consideration and preference for men leaving the service under honorable conditions. Certain new preferences were also established.

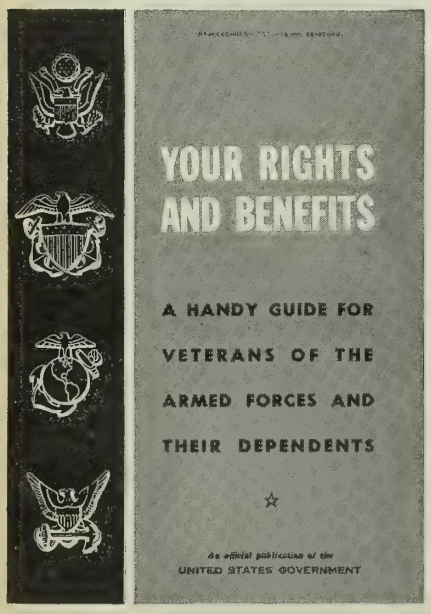
Ex-servicemen and women (not disabled) get 5 points added to their ratings on civil-service examinations. Those with service-connected disabilities, or their wives if they are unable to qualify themselves, get 10 points, as do the unmarried widows of servicemen.

In rating applicants for Government positions, names of eligible veterans will be entered ahead of all others with the same rating. Those entitled to 10-point preference are placed at the top of the register, except in professional and scientific services with entrance salary of over $3,000 a year.

Certain Federal jobs—guards, elevator operators, messengers and custodians—are restricted to those entitled to preference under this law, and during the war and for five years afterward the President may add other positions to this restricted list.

Where experience counts in qualifying for a Federal position, a veteran is given full credit for time spent in the service, if the position for which he is applying is similar to one he left to join the armed forces.

If reduction of Government personnel becomes necessary, preference works in reverse, too. Veteran-preference employees are preferred for retention over other employees.



VETERAN'S rights and benefits are outlined in this 20-page booklet given naval personnel during discharge procedure.

Servicemen who previously worked for the Government, of course, have the usual reemployment rights if eligible—their old job back, or one "of like seniority, status and pay."

In this connection, the Civil Service Commission has extended the period during which Federal employees in the services may return to Government jobs. Returning veterans carried in a leave-without-pay or furlough status may be reemployed by Federal agencies without prior approval of the commission any time within one year of their honorable discharge.

Changes of '44

Several changes in existing laws or regulations affecting veterans were made last year. Most important perhaps is that which extends the period during which you can apply for your old job. Originally 40 days, this was extended by Congress to 90 days, to give you a little more time to get settled and think over what you want to do before deciding.

Every man discharged from the armed forces also had to report to his Selective Service board in person or by letter within five days. This period has been lengthened to 10 days. (Ex-servicewomen are not required to report, but should do so if they want help in getting a job.)

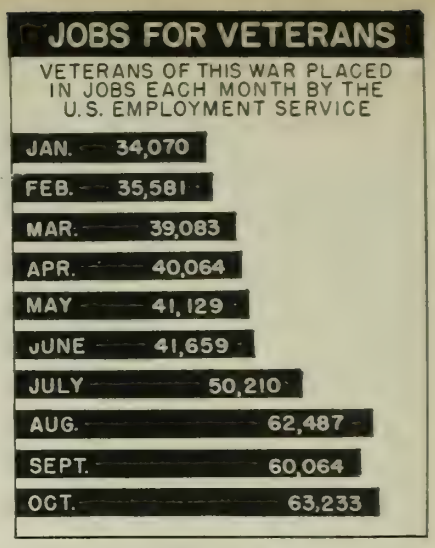
In September the War Manpower Commission announced the lifting of all manpower controls for veterans of this war. This means: (1) veterans no longer need "statements of availability" in order to change jobs; (2) they can be hired by any employer without referral by the U.S. Employment Service; (3) veterans seeking employment through USES will be referred to any job of their choice, without regard to the essentiality or priority status of that job, and (4) veterans may be hired without regard to employment ceilings.

The Job Picture

During the past year, new records in placing ex-servicemen were made by the veterans' employment division of the United States Employment Service. During October, the latest month for which figures are available, more than 83,000 veterans were placed in jobs. This brought total placements for the first 10 months of 1944 to 636,884, more than double 1943's pace. Total placements since Pearl Harbor total over 1,200,000. About 75% of last year's placements were for veterans of the current war (as compared with approximately 50% in 1943, 15% in 1942).

USES has about 1,500 full-time local employment offices and some 2,000 part-time offices throughout the country, and has expanded its placement and job information services. USES offices use special-aids publications designed to help in the training, placement and adaptation of skills of discharged Army and Navy veterans in civilian jobs.

Through a program of job analysis known as "selective placement," thousands of jobs formerly regarded as unsuitable for physically handicapped men are now available to them. More than 2,000 employers in four leading states are analyzing close to two million jobs, and the approach is to see what the veteran *can* do rather than the old negative approach of finding out what he *can't* do. Employers throughout the country are cooperating with this selective-placement program.



Ex-servicemen are also getting Federal jobs, with more than a quarter of a million placed in Government during the past 22 months. Placements are currently running about 11,000 a month, with War and Navy Departments between them taking about four out of five. The Civil Service Commission estimates that for the first five years after the war, approximately 870,000 vacancies must be filled.

The number of servicemen who want to go back to their old jobs has been estimated variously at from 25 to 60%. According to the War Manpower Commission, the lower figure, while statistically correct, is somewhat misleading. Many returning fighters were too young to work when they entered the service, and many others were either unemployed or had temporary jobs. A closer guess, WMC estimates, would be that 50 to 60% of the men actually employed before the war are planning to return to their old jobs.

Readjustment of veterans during our reconversion from wartime to peacetime production will be facilitated by the 10 years of research done by the Division of Occupational Analysis, now part of WMC. Studies of more than 10,000 jobs are used in helping to place military and naval personnel.

Education and Training

Between 800,000 and 1,000,000 veterans of this war may study eventually at educational institutions of their own choice under the "GI Bill of Rights" (see above), according to OWI. By 31 October, Veterans Administration reported, 5,772 ex-servicemen and women were already studying in educational institutions under this bill, and a total of 24,021 applications had been received, of which 17,723 so far had been determined eligible.

To meet a likely trend on the part of veterans toward education along lines of training obtained in the service, the U.S. Office of Education expects that many states will provide new types of schools, or introduce new courses in existing schools.

New York State, for example, has appropriated approximately $65,000,000 for technical education in 11 technical institutions in upstate areas and 11 in metropolitan New York City, to provide education in aviation, graphic and industrial arts, automotive science, food occupations, aeronautics, machines and metal trades.

Some 9,334 veterans so far have gone in for war-production training, according to WMC, more than 7,000 of these during the first eight months of 1944. The largest enrollments were in public vocational schools.

Approximately 600 veterans have taken advantage of the apprentice-training program, WMC announced, but increasing numbers are being enrolled and it was expected that as many as 200,000 veterans might eventually apply. There are more than 100 skilled occupations in manufacturing and construction industries for which men are trained through apprenticeship, and programs have been established in more than 30,000 manufacturing plants, construction and miscellaneous industries. Heavy enrollment is expected in building and automotive trades training after the war.

The "GI Bill of Rights" authorizes the Veterans Administration to supplement the veteran's apprentice wage with a subsistence allowance of $50 to $75 a month, depending on whether or not he has dependents. (The combined earnings may not exceed regular wage rates in the trade, however.)

Loans

Veterans Administration has opened four new offices around the country—in New York, Washington, Chicago and San Francisco—to process home loans for veterans under the GI Bill. These offices have no direct contact with veterans but deal with banks and other prospective lenders seeking guaranty of the proposed loans. Each office serves its own large section of the country, and other offices are planned to follow.

The first Navy dischargee to obtain a home loan under the GI Bill provisions is Richard G. Starkey, former S2c. He has settled in Maryland and has got his old job back.

Other Aids

Some 11,000 practical farmers in two-thirds of the nation's counties, cooperating with the U.S. Department of Agricultural Extension Service, are checking land values and other agricultural facts in preparation for service as personal advisers to returning veterans interested in farming. Organization of veterans' agricultural advisory committees had been completed in 2,162 out of the nation's 3,070 counties by the end of October, and was in progress in most of the others.

Veterans who want help in establishing or re-establishing their own small business get special consideration in the granting of priorities assistance, allocations, appeals and applications for special authorizations, WPB announced.

Government Set-Up

The job of coordinating, directing and supervising the activities of Government and other agencies dealing with veterans' readjustment is a function of the new Retraining and Reemployment Administration, established by Executive Order of the President on 24 Feb. 1944, and headed by Brig. Gen. Frank T. Hines, also Administrator of Veterans Affairs.

One of the main tasks has been the coordinating of information services for veterans. Both Army and Navy furnish all those leaving the service with specific information on their rights and benefits. All field offices of the three Federal agencies principally concerned—the U.S. Employment Service, the Selective Service System and the Veterans Administration—likewise are required to provide full information as to their own programs.

On 22 August the R&RA released some two and a half million copies of the booklet, "Your Rights and Benefits—a Handy Guide for Veterans of the Armed Forces and Their Dependents" (INFORMATION BULLETIN, August 1944, p. 3). This is handed out to all dischargees at Navy discharge centers. Those already discharged may obtain copies from Selective Service, USES or Veterans Administration offices, or at community information centers.

Concerning the latter, R&RA has taken steps to centralize veterans' information as far as possible in each community. A Veterans' Service Committee has been set up in each state, composed of one representative each from USES, Selective Service and Veterans' Administration, plus any other representatives they feel can lend advice and assistance. These statewide committees form local committees to establish Veterans' Information Service Centers in their communities wherever needed and possible. General idea is to get as much information and aid as possible into one central place so that the returning veteran does not go on a merry-go-round when he wants aid or advice.

Navy Set-Up

The Navy's first experimental separation center is now in operation, the United States Navy Redistribution Center, at Lido Beach, Long Island, N. Y. Here the Navy is streamlining and perfecting its discharge procedure so that it will be efficient and speedy.

Civil readjustment officers are already attached to all commands and districts where discharge occurs, and exit interviews are given each man, at which he is told what his rights and benefits are, has any necessary arrangements made for vocational or educational guidance, and is directed to the civilian sources that aid in his readjustment from there on.

The Navy has drawn up rating sheets explaining the type of skill learned in each Navy rating, and its application and value in terms of civilian occupations. There are 471 such descriptions, and each one will cover not only the rating itself, but any specialized phase of it which the man may have. If he is a striker for a higher rating, a description of his work in that field will also be included. Each man will receive this on his discharge from the Navy.

BuPers during the past year set up a Demobilization Division to take over the job of planning for Navy men from the time their Navy job is finished until they are on their way back to civilian life. The Civil Readjustment Program does not in any way delay discharge, but is carried on at the same time as the man's service records, physical records, etc., are being processed.

References: For more complete accounts of laws, provisions and other developments affecting veterans, see following INFORMATION BULLETIN references, (given as month: year: page) —Mustering-out pay (outlined, 3:44:70; summarized, 12:44:31); "GI Bill of Rights" (outlined, 7:44:24; educational provisions, 9:44:64); Veterans Preference Act (9:44:31); Civil Readjustment Program (8:44:2); Demobilization Division (12:44:44); Army and Navy demobilization (10:44:63-64).

AIR VIEW shows where Navy is now testing and streamlining its demobilization procedures. Known as U. S. Navy Redistribution Center, it is located at Naval Training Center, Lido Beach, Long Island, N.Y.

Submarine Stories:

Official U. S. Navy photograph

Periscope Photographs Speak For the Navy's 'Silent Service'

ABOVE: Jap destroyer, marked with Rising Sun insignia on turret, goes down after being hit by two torpedoes launched by U. S. submarine from which picture was taken.

"Up periscope," the captain orders.

Electric motors are cut in. There follows a muffled whine, a whir of cable pulleys. The periscope comes sliding silently out of its well. Up and up it goes.

Without a wasted motion, the captain bends down and grasps the handgrips the instant that they clear the top of the well. In the same rhythm of movement he applies his eye to the cushioned sight and straightens up as the 'scope reaches its full height.

Hence, his observation begins the moment the tip of the 'scope breaks the surface of the ocean. There has not been lost, it seems, the tiniest fragment of time.

Short, too, is the interval of the captain's observation. Seconds only!

The next moment he is saying: "Down periscope," and the periscope sheathes itself again like a huge, shiny piston in an immense cylinder.

But what the captain saw in those scant instants is not lost forever, nor is the drama etched alone in his brain, where it might be subject to the fickle trickery of memory. Periscope photography, one of the newest of the Navy's many arts, attends to those details. There has been recorded on sensitive film exactly what the captain saw.

Perhaps the finished photographs will be muddy or light-struck. Perhaps the photo-interpreters will mutter under their breaths when they begin to examine them to read the message they tell. True enough, they will not compare favorably with the finely detailed photographs of the airmen; but they are photographs, nevertheless, photographs which are immeasurably better than none at all.

Periscope photography is split-second work. The cameraman's old wheeze, "Hold it just a moment, please, while I make another shot" won't work during a submarine attack.

But the fact that submariners are bringing back so many photographs of their combat action proves that they are cool under strain and that they have developed a photographic know-how almost without equal. Daily the skill improves.

Battleships and cruisers engage their targets at great distances. Attacking planes are often almost out of sight in the sky. But all submarine action is correctly termed "in-fighting," and the photographic possibilities, therefore, are good.

Only a few periscope photographs have been released; but many are in existence, nevertheless—torpedo explosions—ships beached—ships burning—ships breaking up or plunging down—lifeboats — sampans — debris—struggling men—pillars of flame, columns of smoke—action!

Periscope photography produces few photographs of salon quality, for the obstacles are still many; but it produces thousands with heart-quickening drama.

In that quality, not many photographs made thus far in the war can equal the periscope photograph of a sinking Jap warship (above). That photograph is symbolic of the role our submarines have been playing in the Pacific; the Jap flag, painted atop the forward gun turret of the warship, has just reached the water's edge and is sinking.

This photograph—and others which may not be released until after the final victory—will undoubtedly go into the record as among the best of the war.

Meanwhile, the submarines continue their engagements. Admiral Nimitz, himself a submariner, recently said:

"Wherever we have a lull in other operations, the submarines keep on going."

Legislative Matters of Naval Interest

Legislation creating the new ranks of Fleet Admiral, in the Navy, and General of the Army, in the Army, as the highest active grades in the respective services became law (Public Law 484, 78th Congress) when President Roosevelt signed it on 14 Dec. 1944. At the same time the President nominated three admirals and four generals to the new ranks, and these nominations were speedily confirmed by the Senate.

They are:

Fleet Admirals: William D. Leahy, USN (Ret), Chief of Staff to the Commander-in-Chief, U. S. Army and Navy; Ernest J. King, Commander-in-Chief, U. S. Fleet, and Chief of Naval Operations, and Chester W. Nimitz, Commander-in-Chief, U. S. Pacific Fleet and Pacific Ocean Areas.

Generals of the Army: George C. Marshall, Chief of Staff; Douglas MacArthur, Supreme Commander, Southwest Pacific Area; Dwight D. Eisenhower, Commanding General, Allied Forces, European Theater of Operations, and Henry H. Arnold, Commanding General, U. S. Army Air Forces.

The new law limits appointments to the new rank to four each for the Army and Navy. Appointees to the new ranks receive the same base pay ($8,000 a year) and allowances as rear admirals of the upper half, plus a personal money allowance of $5,000.

The law further provides that appointments to the new ranks "shall be effective only until six months after the termination of the wars in which the United States is now engaged as proclaimed by the President, or such earlier date as the Congress, by concurrent resolution, may fix."

* * *

The Senate passed and sent to the White House for President Roosevelt's action a House bill (H.R. 1023) to establish a Chief of Chaplains of the Navy and provide that, until the end of the present wars, the Chief of Chaplains shall have the temporary rank of rear admiral with the pay and allowances of a rear admiral of the lower half while serving in such grade. The present head of Navy chaplains holds the title of Director, Chaplains Division, BuPers, with the rank of captain.

* * *

Officers listed in the INFORMATION BULLETIN of November 1944, p. 28, and December 1944, p. 69, as recess appointees to flag rank pending Senate confirmation, have since been confirmed. The following additional executive nominations for temporary service also have been confirmed by the Senate (except those appointed by presidential designation, for which no Senate confirmation is required):

- In the Navy:

To be fleet admirals:
William D. Leahy, USN (Ret).
Ernest J. King, USN.
Chester W. Nimitz, USN.
To be vice admiral:
Samuel M. Robinson, USN.
William A. Lee Jr., USN.
Theodore S. Wilkinson, USN.
William L. Calhoun, USN, this appointment replacing a presidential designation to the same rank.

To be placed on the retired list with rank of vice admiral:
Rear Admiral Wilson Brown, USN, as of retirement on 1 Dec. 1944.

To be vice admiral, by presidential designation:
Jesse B. Oldendorf, USN, while serving as Commander Battleship Squadron One.
Sherwoode A. Taffinder, USN, while serving as ComServForLant.
George D. Murray, USN, while serving as ComAirPac.
Daniel E. Barbey, USN, while serving as ComPhibFor 7th Fleet.

To be rear admiral:
Ralph S. Riggs, USN.
Jerauld Wright, USN.
Ralph E. Jennings, USN.
Albert G. Noble, USN.
James Fife Jr., USN.
Charles W. Styer, USN.
William J. C. Agnew, (MC) USN, while serving as assistant chief, BuMed.
Ellery W. Stone, USNR, while serving as Chief Commissioner of the Allied Mediterranean Commission. Rear Admiral Stone was listed in the November INFORMATION BULLETIN as a recess appointee to commodore; since then, his appointment as a rear admiral has been made and confirmed.

To be commodore:
Frederick W. McMahon, USN, while serving as chief of staff and aide to Commander Air Force, U. S. Pacific Fleet.
Howard B. Mecleary, USN (Ret), while serving as commanding officer, NAB, Espiritu Santo.
Leroy W. Busbey Jr., USN, while serving as commander of American Naval Forces, Aruba, Netherlands West Indies, and commander of Combined Local Defense Forces, Aruba.
Bernard L. Austin, USN, while serving as assistant chief of staff to CincPac.
Howard H. J. Benson, USN, while serving as chief of staff and aide to Commander Gulf Sea Frontier.
Leon S. Fiske, USN, while serving as Commander Service Squadron 12.
Giles C. Stedman, USNR, while serving as Superintendent, U. S. Merchant Marine Academy, Kings Point, N. Y.
Oscar Smith, USN, while serving as deputy chief of staff to CincLant. This appointment replaces another spot appointment for service as commander of a special task force.
Lester T. Hundt, USN, while serving as Commander, Naval Air Training Bases, Pensacola, Fla., and until reporting for other permanent duty.
Charles J. Parrish, USN, while serving as chief of staff and aide to Commander, Hawaiian Sea Frontier.
Fred D. Kirtland, USN, while serving in the Pacific Ocean Areas and until reporting for other permanent duty.
Marion C. Robertson, USN, while serving under Commander, U. S. Naval Forces in Europe, and until reporting for other permanent duty.

- In the Coast Guard:

To be rear admiral, for billets designated and in any other assignments for which the rank of rear admiral is authorized:
Lyndon Spencer, USCG, while serving as Assistant Chief Operations Officer.
Robert Donohue, USCG, while serving as Chief Air-Sea Rescue Officer, replacing prior spot appointment to same rank while serving as Chief Personnel Officer.
Joseph F. Farley, USCG, while serving as Chief Personnel Officer, replacing prior spot appointment to same rank while serving as Assistant Chief Operations Officer.

To be commodore, for billets designated and in any other assignments for which the rank of commodore is authorized:
Frederick P. Dillon, USCG, while serving as Chief of Aids-to-Navigation Division.
LeRoy Reinburg, USCG, while serving as commandant of the Coast Guard Yard, Curtis Bay, Md.
Norman B. Hall, USCG, while serving as vice chairman of the Merchant Marine Council.
Raymond T. McElligott, USCG, while serving as Assistant Chief Personnel Officer.
William J. Keester, USCG, whie serving as Inspector in Chief.
Halert C. Shepheard, USCGR, while serving as chief of the Merchant Marine Inspection Division.

- In the Marine Corps:

To be brigadier generals:
John T. Walker, USMC.
Merwin H. Silverthorn, USMC.
Maurice C. Gregory, USMC.

WHAT'S YOUR NAVAL I.Q.?

1. Before 1915 the Coast Guard was known as the .....Services.

2. What does "JATO" mean?

3. "Caliber" in ordnance means: (a) length of barrel, in multiples of bore of gun, (b) depth of rifling volleys or (c) diameter of projectile?

4. When a ship is commissioned, who begins the log book by entering and signing the remarks describing that part of the ceremony which takes place previous to the setting of the watch: (a) the CO, (b) the exec or (c) the navigating officer?

5. Under the Rules of the Road, when a vessel is referred to as "not under command," (a) the commanding officer is not aboard, (b) the vessel has been disabled and is not under control or (c) the commanding officer is incapacitated?

6. Above are pictured two naval officers' cap devices. At which would you shoot?

7. Identify the following ship symbols: (a) YOS, (b) AGS, (c) ARV.

8. The United States had —— aircraft carriers in operation on 7 Dec. 1941.

9. These names for parts of a body are also nautical terms: (a) brow, (b) eyebrow, (c) heel, (d) eyes. What do they mean as applied to ships?

10. Leyte is more than twice as large as Rhode Island. True or false?

11. Would it be a shorter trip for a B-29 to raid Tokyo from Saipan or from Kiska?

12. Which of these ports in Europe had been freed by the Allies by 15 Dec. 1944: Dieppe, Marseille, Brest, Cherbourg, St. Nazaire?

13. In what sequence did our amphibious assaults take place against the following Pacific Islands: Morotai, Leyte, Kwajalein, Tarawa, Angaur, Tinian?

14. A baldheaded schooner is: (a) a schooner with rigging removed, (b) a shipshape schooner, (c) a schooner without topsails or (d) a schooner flying no national ensign?

15. Commanding officers of U. S. Navy vessels may perform marriage ceremonies aboard their ships. True or false?

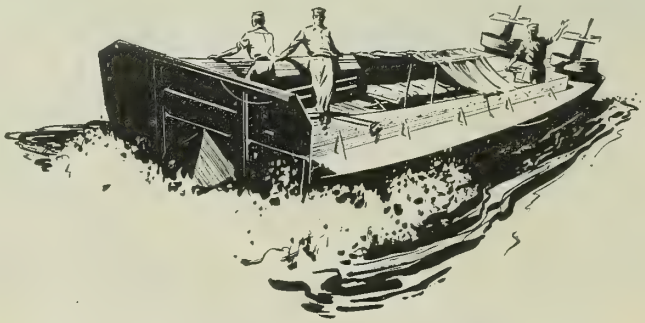
(Answers on Page 56)

Closeup of a Small Boat and Her Skipper

The following is an excerpt from a letter written by a naval officer at sea to a fellow officer.

Yesterday I experienced a rugged ride of several miles through rather violent waters as a passenger aboard one of the small landing craft, an LCVP. One is assigned to us when we are on pilot duty and it became necessary for me to board her on a mission. Before we had progressed two boat lengths I was saturated as the water climbed over the ramp and passed over us in what seemed to be a constant stream.

There are three young fellows attached to the boat, a coxswain and two seamen, and they constitute one of the hardest-working, most interesting trios I've run into. Their day starts before dawn when they head from the beach and out on the ocean, regardless of weather, and they don't return until nightfall. Throughout the daylight hours they can be seen in the distance, soaring to the crest of one sea and then slipping into the trough, a routine which in time not only becomes quite monotonous but also deals one a physical beating. This has been going on for weeks, yet they never complain and have retained their dispositions through it all. At times it seems impossible that they can keep from capsizing, but they do an unbelievable job of handling that little, awkward-maneuvering boat.



"The three of them lived in her bottom . . ."

She is a heavy affair and easily could punch a hole in us when she comes alongside, but we hardly need the use of bumpers when they approach us, so well do they know her capabilities. The three of them live in her bottom, having cots put up under a flapping covering of canvas. We give them a blink on the light, calling them over for chow and then they return to their bouncing, careening boat again.

Her coxswain is a little farm boy from Georgia, known to everyone as Howard. Each landing he regards as the most important of his career—I guess that's why he never makes a mistake. He rarely talks except to answer the questions of his two shipmates, or, when he turns the wheel over to them, to caution them about using too much speed. His boat is in better shape than all the others, but that's because he rarely uses more than 1,500 of her 2,500 possible RPMs.

A week ago one of the boys told me Howard's eyes were bothering him, so I brought him on board and sent him to my pharmacist's mate. He had a severe case of strain and complications from sun and spray but hesitated to take time off for medical care. We persuaded him to stay ashore for a day.

During my ride with him yesterday he became conversant for the first time, and now I respect him more than ever. He had never been on the water before he was sent to amphibious training, but he digested everything he was told and shown. He knows just what to do when coming through the breakers and his boat starts to broach. He knows when to use his power to get out of a tight spot, and he never makes a turn except at the right moment. He told me how he had come across last summer on a transport and how he got seasick on the big ship even though he was becoming used to the crazy meanderings of his LCVP. He was in the first wave which went ashore at Makin, and admits it was a bit on the tough side. He didn't get hit, but he saw others who did and he showed why he thought they had been so unfortunate. They assumed comfortable positions rather than safe ones as they piloted their boats to the beach.

Howard prefers to follow instructions and do it the safe way. Even on this routine duty, we can see him at a distance, hunched well down below the coaming, cramped over his wheel, unwilling to break the habit of taking advantage of his protection.

He showed me spots where rifle and machine-gun fire had pocked his boat and then added that one shot grazed his helmet and dug into the decking behind him.

He was supposed to go back home after that operation but instead he went on maneuvers, and the next thing he knew he was coming in here. Again, he understood he would head for the States in a couple of weeks, but he's still around.

This has been going on for more than eight months, a long while for anyone, even a youngster such as he who doesn't seem too perturbed at being unable to get home. I finally remarked, "You must be getting a lot of mail from the States, judging by the way you manage to keep your spirits up and get along without beefing."

When he answered I realized more than ever what an exceptional little guy he really is.

"I haven't received any mail since I left San Francisco," he said. "The way I've moved around I guess they just haven't been able to find me. It must be swell to get a letter from home."

Later his shipmates told me that Howard is the only one in the group who has received no mail, but he just goes on hoping the next delivery will have him on mail call. It is one of those unfortunate things which happen during a war.

As we rolled and dipped I asked Howard if he ever got seasick on the small boat, and he explained that it was a funny thing, but it was only the big ships that bothered him. However, he added that, if the sea is even slightly rough, many of the marines he takes to the beach have to go for the rail. One of the other boys confessed that he had been overtaken by seasickness several times during their present duty. They returned me to my ship a short while later and said they would be back this morning.

When we came on station today we thought we saw the LCVP a mile away, but when we got there it was not in sight. After a while I became worried, especially when a lookout spotted a floating oil can, so I started up a search plan, thinking the unbelievable possibility of capsizing might have caught up with Howard. We had no luck and were about to give up when we finally saw the boat, wallowing toward us in the distance.

I blinked them alongside and noticed one of the other boys was doing the steering. We asked where they had been, and he said:

"We got out here early, but had to go back in to the beach. Howard got seasick."

NEW BOOKS IN SHIPS' LIBRARIES

The following books have been purchased recently for distribution to the service. Not all titles will be supplied to each unit; rather, it is the practice of BuPers to distribute different titles to small units operating in the same area to encourage the exchange of books. A number of these titles will be available later in the Armed Services Editions. A unit is always free to request from the Bureau individual titles of particular interest.

It's a Laugh

ANYTHING CAN HAPPEN by George and Helen Papashvily. And almost everything did happen to this immigrant Russian finding a home in strange America. Hilarious.

THE JOKE TELLER'S JOKE BOOK edited by Frederick Meier. Fresh fare for the joke teller, whether his status is amateur or professional.

MAN IN THE SHOWER by Peter Arno. The artist satirizes the Stork Club set in a series of cartoons ranging from the not-so-subtle sophistcates to the exuberantly vulgar.

MOTHER WORE TIGHTS by Miriam Young. Backstage in the gaslit atmosphere of Floradora vaudeville.

RIDIN' THE RAINBOW by Rosemary Taylor. Mother's boarding house keeps the family going while Father, of "Chicken Every Sunday" fame, dabbles in a coffee business, a laundry, a real estate office and Tucson politics. Lighthearted and amusing.

S. R. O. compiled by Bennett Cerf and Van H. Cartmell, America's all-time theater hit parade. These 14 plays proved their worth where it counted most—the box office.

It's a Fact

AMERICAN CHARACTER by D. W. Brogan. Shrewd and generous observations on the Americn scene by an Irish historian whose wit and wisdom contribute much to an understanding of ourselves.

BATTLE REPORT by Comdr. Walter Karig, USNR, and Lt. Welbourn Kelley, USNR: "Pearl Harbor to Coral Sea; the U. S. Navy's operations in the Pacific from official sources."

BRAVE MEN by Ernie Pyle. From naval vessels, from the beaches and from the front itself Pyle has collected his material on the invasion of France. This conveys an extraordinary sense of the human elements of the battle as well as the scope of the operation.

THE DREAM OF PHILIP II by Edgar Maass. Sixteenth century Spain has shaken off the dust of centuries to live again in the person of Philip II and his associates.

ENOUGH AND TO SPARE by Kirtley F. Mather. Based on the thesis that mankind will go the tragic way of the dinosaur unless he heeds nature's warnings that life's rewards do not go to the "red in tooth and claw"; that cooperation, not competition, has been the course of those who survived. A book to argue over.

EUROPE: AN ATLAS OF HUMAN GEOGRAPHY by Marthe Rajchman. Angled toward the problems of peace in the fields of race, industry and agriculture. All seen in geographic terms.

GREAT LAKES by Harlan Hatcher. Romance and adventure of the Great Lakes and of the people on their shores as the whole region opened up to commerce, to canal and boat building, to the lumber industry, and finally to the exploitation of the rich ore resources.

JOSEPH LISTER by Rhoda Truax. Antisepsis, keystone of modern surgery, and its discovery by a practical dreamer who dared to experiment and fight for what he found.

LEE'S LIEUTENANTS, VOL. III, by Douglas Southall Freeman. Concluding volume of a great historian's account for four splendid, tragic years in America's past.

MY LIFE TO THE DESTROYERS by Capt. L. A. Abercrombie and Fletcher Pratt. Straight, authentic reporting in Navy lingo on the action of the destroyer *Drayton* from Pearl Harbor to Munda.

OUR SETTLEMENT WITH GERMANY by H. N. Brailsford. Guide to clear thinking about the perplexing problem of converting an outlaw country into a desirable member of the family of nations.

THE ROAD TO SERFDOM by Friedrich A. Hayek. Closely reasoned argument for the thesis that fascism is not reaction from socialism and planned economy, but a direct result of it.

SECRET STATE by Jan Karski. Absorbing story of the Poles under German occupation, of the concentration camp and murder mill, the black market and starvation, and of the extraordinary courage and imagination that enabled the underground to wage unrelenting warfare against the oppressor.

SO SORRY, NO PEACE by Royal Arch Gunnison. Stirring indictment of the Japanese, based on a sound knowledge of Far Eastern affairs and 22 months spent in a Japanese prison camp.

TOMORROW'S BUSINESS by Beardsley Ruml. Author of the "pay-as-you-go" income tax plan discusses the relations of the producer, the laborer and the consumer in the coming peacetime world of business.

TRANSPORT AIRCRAFT OF THE WORLD by Lester Ott. Photographs of cargo and passenger planes of the present, with brief text, and a forecast of the role of air traffic in the transportation world of the future.

WHERE AWAY by George Sessions Perry and Isabel Leighton. USS *Marblehead's* part in the Battle of the Java Sea and the heroic efforts that saved her from complete loss at the hands of the Japanese.

It's Action

CRY MURDER by Edith Howie. No one mourned for Nola when death invaded the Little Theatre Group, but each one in the cast sought to avert the pointing finger of suspicion.

DINGO: THE STORY OF AN OUTLAW by Henry G. Lamond. Dingo, Australian wild dog, was an outlaw among animals and men as he built for himself the reputation of the master killer, hated and feared by cattle and sheep men alike.

TOO MUCH POISON by Anne Rowe. The death of lovely Joyce Prentiss from cobra venom poisoning, in the heart of New York City, is the first piece in an exciting puzzle of crime and intrigue.

YEA! Wildcats! by John R. Tunis. A basketball story in which the opposing teams pit their strength against each other while the coach stages his fight against the politics and influence that threaten his team.

It Might Have Been

THE BOLINVARS by Marguerite Bayliss. Mystery, romance, adventure, horses, hounds and sportsmanship on both sides of the Atlantic. Two cousins come through adventure to perfect amity, a romance is patched up, and the tale ends with a four-state hunt for the devil fox, finally run to ground on the Bolinvars' own Sourland Mountain.

ELEGANT JOURNEY by John Selby. Good action story of southern landowners who, anticipating the industrial age, free their slaves and move from Maryland to Wisconsin to establish a new domain.

FOREVER AMBER by Kathleen Winsor. Colorful and dramatic tale of Amber, an unscrupulous woman of Restoration England, who uses her extraordinary beauty to climb to success as the king's mistress.

GLITTERING HILL by Clyde F. Murphy. Ripsroaring frontier days in Butte, Mont., when politicians were rife and an Irish miner could win the hand of beauty and fashion.

GOLDEN BOWL by Feike Feikema. Dust-swept South Dakota is the scene of this sensitive and moving portrayal of farm people who cling to the soil in the face of almost impossible odds.

SEA DUTY AND OTHER STORIES OF NAVAL ACTION by Jacland Marmur. Memorable collection of sea stories, mostly about the war in the Pacific. If you like Conrad and Forester, you'll like these.

WIND ON THE MOON by Eric Linklater. Perfectly reasonable once you accept the basic madness that anything can happen when there is an ill wind upon the moon. A fantastic tale in which two English children become involved in a series of Alice in Wonderland adventures.

THE WINDS OF FEAR by Hodding Carter. Understanding but restrained novel of fear and its manifestations in the lives of both whites and Negroes in a small town near the Mason-Dixon line, as seen through the problems of a returning soldier.

NEW BOOKS IN THE ARMED SERVICES EDITIONS

The 32 new titles published each month in the Armed Services Editions are distributed to all ships in commission and to shore-based activities outside the U. S.

These books are special editions of the best reading from old classics to the newest best sellers, published only for the Army and Navy. Their size and shape make them especially easy reading. They are to be freely used and passed from man to man so that they may be enjoyed by as many as possible.

Books currently being shipped are:

N- 1—Twain, THE MYSTERIOUS STRANGER
N- 2—Perelman, THE DREAM DEPARTMENT
N- 3—Benet, AMERICA
N- 4—Barton, THE MAN NOBODY KNOWS
N- 5—Stephens, THE CROCK OF GOLD
N- 6—Sandburg, SELECTED POEMS
N- 7—Thurber, LET YOUR MIND ALONE
N- 8—Abbot & Smith, WE POINTED THEM NORTH
N- 9—Haycox, RIM OF THE DESERT
N-10—LeMay, USELESS COWBOY
N-11—Hughes, THE FALLEN SPARROW
N-12—Hough, SNOW ABOVE TOWN
N-13—Stevenson, KIDNAPPED
N-14—Maugham, THE SUMMING UP
N-15—Brand, THE IRON TRAIL
N-16—Siringo, RIATA AND SPURS
N-17—Busch, DUEL IN THE SUN
N-18—Pratt, THUNDER MOUNTAIN
N-19—Rieseberg, I DIVE FOR TREASURE
N-20—Iams, PROPHET BY EXPERIENCE
N-21—Byrne, HANGMAN'S HOUSE
N-22—Davis, "THE GREAT AMERICAN NOVEL"
N-23—Robertson, FIREBELL IN THE NIGHT
N-24—Standish, BONIN
N-25—Newman & Kasner, MATHEMATICS AND THE IMAGINATION
N-26—Linklater, MAGNUS MERRIMAN
N-27—White, LOOK AWAY, LOOK AWAY
N-28—London, MARTIN EDEN
N-29—Cloete, THE TURNING WHEELS
N-30—Sublette & Kroll, PERILOUS JOURNEY
N-31—Dickens, DAVID COPPERFIELD
N-32—Stegner, THE BIG ROCK CANDY MOUNTAIN

WHAT'S IN A NAME?

ANCHOR WATCH: This term originated in the days when ships were equipped with anchor cables of hempen rope and riding lights that burned oil. Special care was taken, when riding at anchor, to see that these cables did not part, that the lamps were not extinguished and that the ship did not drag her anchor. The watch responsible for this duty was designated the "anchor watch." The term, still retained, now refers to a detail on deck at night to safeguard a vessel when at anchor.

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Communications which violate these provisions may be returned via official channels. Do not send postage or return envelopes; no private reply will be made.

DISCHARGE FROM NAVY

SIR: Is there any possibility of an enlisted man being released from the Navy in order to work his father's farm, providing his father has become disabled by old age since the date of the son's enlistment?—A.E.M., BMlc, USNR.

• *Questions relative to the possibility of discharge of enlisted personnel cannot be answered generally. Due to existing conditions and the urgent need for personnel in the Navy, discharges are not authorized except in cases of extreme urgency. The paramount consideration is the needs of the service. However, each case is decided individually on its own merits and information is available to all members of the naval service at their stations of duty as to the proper procedure to follow in applying for discharge.*—ED.

SIR: A few months ago there were notices referring to servicemen transferring to the Army paratroopers. Does this include naval personnel?—R.E.P., SM3c.

• *There is no provision of law whereby personnel of the Navy may be transferred to the Army. Discharges from the Navy are not being authorized for the purpose of ENLISTMENT in the Army except in cases of appointments to the Military Academy.*—ED.

SIR: Is it possible for one of my rate to transfer to the Marine Corps with or without the retention of my present pay grade?—G.J.M., ARM3c, USNR.

• *No. Although men of certain ranks and ratings are assigned to the Marine Corps, there is no provision by law whereby transfer from the regular Navy or Naval Reserve to other branches of the armed forces may be effected. It is, however, a BuPers policy to grant discharges to enlisted personnel for the purpose of ACCEPTING COMMISSIONS in other branches of the armed forces.*—ED.

SIR: Is it possible to get a discharge from the Navy to become a midshipman in the merchant marine?—S.S.T., RM3c, USNR.

• *No. Personnel on active duty are not discharged or released from the Navy for the purpose of appointment as Midshipmen in the Merchant Marine.*—ED.

COMPLEMENT OF SHIP

SIR: Here is a problem for you: A vessel has a complement of one PtrV1c, one PtrV2c and one PtrV3c. It has on board the following: one PtrV1c and one PtrV3c—plus one Ptr2c and three Ptr3c. Which of these men are in excess of complement? Would it be possible to rate a PtrV2c or another PtrV3c and still remain within complement?—T.F.M., Y1c, USNR.

• *Under provisions contained in paragraph 5 of BuPers Circ. Ltr. 297-44 (NDB, 30 Sept. 1944, 44-1145) each rating group must be considered as a separate rating group in determining vacancies in complement. Hence, painter (V) and painter are two separate rating groups. Consequently, the four rated painters (one Ptr2c and three Ptr3c), for which the ship has no complement, would be in excess. As a vacancy exists for one PtrV2c, a PtrV3c could be advanced to PtrV2c—or, one Ptr3c could be advanced to PtrV2c to fill the complement in accordance with enclosure (F) of BuPers Circ. Ltr. 297-44.*—ED.

SIR: This command has a complement for one Y1c but none for CY. If the Y1c were advanced to CY, would the advancement be in excess of complement?—E.R.H.

• *Yes.*—ED.

MAQ PAYMENTS DUE

SIR: I was at an advanced base in the New Hebrides between April 1942 and March 1944. I understood that an order was issued which said that men drawing money allowances and quarters were to be paid $2.00 per day from August 1942 to December 1943, and $1.50 from December 1943 until their return to the States.

All we ever received was $1.25. I was transferred from the 1st CB to Mare Island, where I was advised that, to collect the back pay, I should write to the 1st CB. I did so, but am now told that it has been disbanded.

As there are about 30 of us concerned, and since we do not know how to go about collecting this back pay, would you please publish the number of the form to use and tell us how to put in a claim for it.—E.J.T., CSF, USN.

• *The MAQ rate allowed for the New Hebrides is $2.00 per day from 27 Aug. 1942 to 30 Nov. 1943, and $1.55 beginning 1 Dec. 1943 and continuing until such time as a new determination is made by SecNav. This payment is provided for in BuS&A Memo. 2143, No. 501 of June 1944. To collect whatever allowances may be due you, a claim may be submitted to the General Accounting Office, using G. A. O. Form 2034 which is used for making any claim for arrears in pay.*—ED.

PURPLE HEART

SIR: When we were in Bizerte, our ship was attacked by enemy aircraft. As a member of the Armed Guard crew, my battle station was that of first loader on the 3"/50. We fired several rounds, and the pointer froze to the trigger during the action. I shoved the shell home, and the recoil of the gun hit me in the right arm, rendering me unconscious.

I regained consciousness in sick bay and was treated by an Army doctor. This injury caused my right arm to swell to about twice its normal size. I did, however, perform my duties the following day. Would you please tell me if an injury of this kind makes me eligible for the Purple Heart.—R.F.L., S1c, USN.

• *Yes. According to Alnav 26-44 (NDB, 31 Jan. 1944, 44-78) a wound, for purpose of awarding the Purple Heart, is defined as an injury to any part of the body from an outside force, element or agent sustained as the result of a hostile act of the enemy or while in action in the face of the enemy.*

Prior to 28 Jan. 1944 the Purple Heart was awarded only to personnel who suffered open wounds from shot or shrapnel in action against the enemy. The later definition is retroactive, however, and personnel who applied earlier for the Purple Heart, and were turned down, may apply again if the new definition covers their case. Under its terms, personnel who suffer such injuries as sprained or dislocated limbs or spines or appreciable gashes, cuts or bruises in ship or landing operations during battles may receive the Purple Heart.—ED.

SIR: In November 1942 I was wounded while participating in action against the enemy, and was treated in a sick bay on Guadalcanal. As our ship was sunk, my health record was lost; and consequently no entry was made in it regarding the wounds I received. What do I do to establish eligibility for the Purple Heart?—G.S., Y2c, USN.

• *Applications for the Purple Heart may be forwarded via official channels to the Chief of Naval Personnel; Commandant, Marine Corps, or Commandant, Coast Guard, as appropriate. Where no entry is contained in your medical record relative to wounds received, you may submit a sworn statement, along with your request for the Purple Heart, to the proper authority via official channels. The statement should include complete details, including names of personnel who either witnessed or treated the injury.*—ED.

INSURANCE ALLOTMENTS

SIR: Will it be possible for me to make an allotment from my pay to cover premiums due on my wife's National Service Insurance when she is released from the Waves?—B.E.J., CPhM, USN.

• *No. BuS&A Manual, Art. 2170, 4(d)(5) says that no person may make an allotment for the payment of insurance premiums on a policy insuring a life other than his own.*—ED.

TRANSPORTATION ALLOWANCE

SIR: My wife is traveling from Oklahoma to live with me in California, where I am on permanent duty in a naval hospital. As my rating is HA1c, I am wondering if I am entitled to a Navy travel allowance for her.—R.D.B., HA1c, USNR.

• *Petty officers second class and above are entitled to transportation for their dependents and household effects on a permanent change of station, according to Navy Travel Instructions, Art. 2505 (1). As you are not of this rating, you are not entitled to transportation for your wife at Government expense.*—ED.

SIR: Several men in this activity have made inquiry regarding their eligibility for reimbursement for travel of dependents while they were stationed in the States. Can you clarify the regulations for us as to the manner in which they apply to Seabees?

We had our boot training at Camp Peary, Va., after which we were transferred to a Seabee unit and sent to an advance base depot for shipping overseas.

Are we entitled to transportation for our dependents from (1) home to Camp Peary, (2) from Camp Peary to the ABD, and (3) for their return from the ABD to home?—P.S., Y2c, USN-I.

• *(1) Inasmuch as recruit training is not permanent duty, you would not be eligible for transportation allowance for your dependents from your home of record to Camp Peary. (2) Nor would you be eligible for the allowance from Camp Peary to the ABD, unless you were a petty officer second class or above who had been stationed at Camp Peary on permanent duty, such as a member of ship's company, for instance, who was later transferred to an overseas unit. In that case, you would be eligible for transportation of dependents to the ABD from Camp Peary (if they were with you there) or from any other place where the dependents were located, the travel amount not to exceed that from Camp Peary to the ABD. This is provided for by SecNav letter dated 23 Dec. 1943 to all ships and stations (reprinted in NDB, 31 May 1944, as 44-609). (3) No transportation allowance, however, would be allowed for the return of your dependents from the ABD to your home of record, until such time as orders are issued transferring you from the Seabees to a permanent duty station in the United States, or you are discharged from the Naval Reserve or ordered to inactive duty.*—ED.

AMERICAN DEFENSE RIBBON

SIR: Are personnel who had active training duty at the Medical Center, U. S. Naval Hospital, Washington, D. C., from 31 Jan. 1941 to 15 Feb. 1941 eligible to wear the pre-Pearl Harbor ribbon?—J.L.A., Lieut., USNR.

• *All persons in the naval service on active duty between 8 Sept. 1939 and 7 Dec. 1941, inclusive, are eligible to wear the American Defense Service ribbon, according to BuPers Manual Art. A-1042. Since you had 14 days active training duty during the required period, you are eligible under Paragraph (5) of Art. A-1042 which states: "Naval Reserve personnel on training duty under orders must have served at least 10 days in such duty."*—ED.

SIR: Although I volunteered for the Navy prior to 8 Dec. 1941, I was not sworn in until that date, which was the same day Congress declared war on Japan. My active duty date is also 8 Dec. 1941. Am I eligible for the American Defense Service ribbon?—J.E.W., CY(T), USNR.

• *No, your active duty date is one day too late.*—ED.

LOST VICTORY MEDAL

SIR: How may I obtain a replacement for a Victory Medal which was lost as a result of a fire on shipboard?—A. K., CMM, USCG.

• *Personnel now in service may make application for the replacement of Victory Medals, via official channels, to the Chief of Naval Personnel; Commandant, U. S. Coast Guard, or Commandant, U. S. Marine Corps, as appropriate, stating the circumstances of the loss. This replacement is made without charge, except that in the case of Marine Corps personnel, 46¢ is charged if the CO says in the endorsement that in his opinion the medal was lost through negligence.*—ED.

COMMENDATION RIBBON

SIR: After our ship was sunk in the Normandy invasion but prior to our ship's company being disbanded, we received a letter of commendation from our skipper for the job we did in aiding the disembarking of troops and the salvaging of their equipment in the face of danger.

At the time of the sinking, our CO had the rank of commander, and he was also SOPA of the convoy in which we were sailing. Do we qualify for the commendation ribbon?—A.S., EM3c, USNR.

SIR: Does a letter of commendation from ComSubPac rate the commendation ribbon? —A.W.A., Mach., USN.

• *Alnav 11-44 (NDB, 15 Jan. 1944, 44-20) provides that personnel of the Navy, Marine Corps or Coast Guard who receive individual letters of commendation signed by SecNav, Cominch, CincPac or CincLant for acts of heroism or service performed between 6 Dec. 1941 and 11 Jan. 1944 are authorized to wear the commendation ribbon.*

Personnel who received a commendation letter signed by any of the above after 11 Jan. 1944 are authorized to wear the ribbon only if *the letter contained such authorization.*

As of 13 Sept. 1944, Alnav 179-44 (NDB, 15 Sept. 1944, 44-1078) further delegates this authority to all fleet commanders of the rank of vice admiral or above, and requires that the commendation letters include authorization for wearing the ribbon. The ribbon is not authorized for commendations by fleet commanders, other than a commander in chief, issued prior to 13 Sept. 1944. Nor does this authority extend to task force commanders or other flag officers who are not fleet commanders.

Consequently, since neither of the officers referred to by A.S. and A.W.A. is a fleet commander, their commendation letters would not warrant wearing the commendation ribbon.—ED.

INHERITED MEDALS?

SIR: Are men serving in this war eligible to wear any ribbons or medals of World War I because of their father's service in that war?—F.P.F., Y2c, USNR.

• *No.*—ED.

MILITARY COURTESY

SIR: What is the proper way of addressing a chief boatswain when inviting his attention to matters of an unofficial nature? Since his rank is of a specialist classification, may he be addressed either as "Mr. ....." or "Boatswain," as an officer in the Medical Corps may properly be addressed as "Dr. ....."?—W.G.C., QM3c, USN.

• *Although a chief boatswain is a line officer, not a specialist, your reasoning is correct in general. He may be addressed either as "Mr. ....." or "Boatswain."*—ED.

SPURS

SIR: Another old Navy man told me recently that there was a regulation in 1917 which required naval officers of a certain rank to wear spurs with full dress uniform. Of course, years ago we used to joke with the marines stationed in Peking, China, that their spurs were required to keep their feet from sliding off the desk—but I say they were never required for naval officers. Who's right?—A.G.B.

• *Research through Uniform Regs back as far as 1830 has not revealed any regulation which required naval officers to wear spurs.*—ED.

WEARING OF BEARDS

SIR: Is there any naval regulation which specifically prohibits the wearing of beards? According to my interpretation of Bluejackets' Manual, beards may be worn at the individual's own discretion, providing they are kept trimmed and are somewhat conventional in appearance. Also, who judges what is and is not a beard?—L.O.G., Cox., USN.

• *Uniform Regs 1-16 says: "The hair, beard and mustache shall be neatly trimmed. The face shall be kept clean-shaved, except that a mustache, or beard and mustache, may be worn at discretion. No eccentricities in the manner of wearing the hair, beard or mustache shall be permitted." Your CO is the proper authority for any interpretation of those regulations.* —ED.

Limited space makes it impossible to print more than a small proportion of the letters received each month. Only those of widest interest, for which the answers are not readily available at ships and stations, can be selected. If your letter does not appear, it is suggested that you check back through recent issues of the INFORMATION BULLETIN, since many letters must be eliminated because they have been answered by previous material in the Letters column or elsewhere.

FORFEITURE OF INSURANCE

SIR: If a man dies or gets killed as a result of his own misconduct, are his beneficiaries entitled to the benefits of his Government insurance? Since he loses other death benefits as a result of misconduct, I am wondering if it might also affect his insurance.—J.E.R., CY, USNR.

• *Beneficiaries of National Service Life Insurance will receive the insurance benefits except when the insured is found guilty by the United States of any of the following actions: (1) treason, mutiny, spying or desertion; (2) because of conscientious objections, refusal to wear the uniform of the (U. S.) land or naval forces of the United States or; (3) refusal to perform service in such forces.*

Likewise, no insurance is payable when death is inflicted as lawful punishment for crime or for military or naval offense except when inflicted by an enemy of the U. S. However, even when such death is inflicted as a lawful punishment, the cash surrender value (if any) of such insurance on the date of death of the insured is paid to the same beneficiaries as would have received the proceeds of the insurance. These provisions are contained in Sec. 612 of the National Service Life Insurance Act of 1940, as amended.

The laws covering U. S. Government Life Insurance (now available only to veterans of World War I) have no provision for forfeiture in case of the three types of actions listed above. The forfeiture provision covering death inflicted as a lawful punishment for crime or military offense is generally the same as for NSI. Such provisions covering United States Government Life Insurance are found in World War Veterans Act of 1924, as amended by Sec. 3 of Public Law 628, 68th Congress.—ED.

SUBMARINE INSIGNIA

SIR: I qualified in submarines as an enlisted man but am no longer attached to submarines. As a warrant officer am I entitled to wear the gold metal dolphin? —A.A., Mach, USN.

• *Enlisted men who qualify for submarine duty and are subsequently promoted to commissioned or warrant rank may wear the embroidered insignia on the left breast until they qualify as submarine officers, at which time this embroidered insignia is replaced by the submarine pin. Unless you qualified as a submarine officer, you are not entitled to the metal pin. You are, however, eligible to wear the embroidered insignia according to Art. 10-30 of Uniform Regs.*—ED.

ENGAGEMENT STAR

SIR: The list of operations and engagements for which personnel may wear stars on area ribbons, as printed on page 66 of your October 1944 issue, included no actions in the European-African-Middle Eastern area prior to the North African occupation, beginning 8 Nov. 1942. Was there an earlier authorization of a star for those on the old *Wasp* and the DDs with her for action on their run into Malta before the North African invasion? If not, is there any way of inviting attention to this action?—A.C.T., Lt. Comdr., USNR.

• *The latest Cominch list (NDB, 15 Sept. 1944, 44-1049), published in the October Bulletin, was complete as of 1 Sept. 1944 and made no mention of a star for the action to which you refer. General Order 207, dated 7 Feb. 1944, states the procedure to be followed by COs for inviting the attention of Cominch to action which may warrant the award of an engagement star.*—ED.

OUT OF GAS

SIR: They say experience is the best teacher. Consequently, the lesson I just learned may prove helpful to others. I recently was ordered from duty on the East Coast to command a vessel in the Pacific, with permission to travel by private automobile to the West Coast. My local ration board consequently allowed me gasoline for the trip out, on which I was accompanied by my wife.

In California I requested gasoline for my wife to return home with the car, but was told that it is practically impossible for anybody to ge extra gasoline there without having been a resident of the state for at least six months.

If any of your readers are contemplating traveling on orders by private car, I heartily recommend that they look into the gasoline situation at *both* ends of the trip before starting out.—C.B.M., Capt., USN.

• *The OPA regulation, subject to application to individual circumstances by local ration boards, is that extra gasoline coupons can be given only to effect a bona fide change of residence.*—ED.

CAMERAS ON BOARD

SIR: I am stationed on an AG and would like to have a camera aboard to take personal pictures. Are there any regulations covering this?—H.L.W., EM3c.

• *Naval personnel are permitted to have cameras aboard ship for taking pictures OUTSIDE naval jurisdiction; while on board, the cameras are to be in the custody of the CO. The use of cameras WITHIN naval jurisdiction is forbidden unless official permission is granted and competent supervision is arranged by the CO. These regulations are found in General Order 179, paragraph 4(b) and SecNav ltr. dated 23 Dec. 1943 (NDB, cum. ed. 43-1724).*—ED.

SHORTAGE OF PAY CLERKS

SIR: In the Monthly Newsletter from the Paymaster General there have been several articles regarding the shortage of supply officers. Since this shortage exists, I am wondering why supply officers in excess of complement have not been transferred to other assignments.

I was promoted from chief pay clerk to Lieutenant (jg), Supply Corps, in May 1944, and I believe I am in excess of complement. So far I have received no orders for transfer. Can you clarify the situation for me?—D.G., Lt. (jg), USNR.

• *The complement for the type of ship to which you are attached calls for one supply officer and one chief pay clerk. Although there is a shortage of supply officers, there is also an acute need for pay clerks, due to the fact that new construction has created a demand in excess of the number of pay clerks available. Therefore, it is necessary in many instances for men promoted to commissioned ranks to remain in their pay clerk billet until such time as a pay clerk relief becomes available.*—ED.

V-12 PROGRAM

SIR: My eyes are 15/20 and 6/20, correctible to 20/20 and 10/20. Are they good enough to meet the requirements for the V-12 medical program?—A.D.W., S1c, USNR.

• *No, the minimum vision requirement for medical and dental training in the V-12 program is 12/20 each eye, correctible to 20/20.*—ED.

SIR: I am a former pre-medical student who has completed three years of pre-medical work at Columbia University. I should like to make application for the V-12(S) program, but was informed that it is closed. If personnel are still being enrolled, would you please tell me where I can find the details?—E.G.P., S2c, USNR.

• *The information which you were given as to the Navy V-12 program being closed was due, perhaps, to the recent announcement that no trainees would enter the V-12 term starting 1 March 1945 for undergraduate training. (See page 73 for news of July quota.) However, enlisted men who have completed pre-medical and pre-dental educational requirements are still being enrolled in V-12 medical and dental training programs. For details as to physical requirements, method of applying and sample application form see BuPers Circ. Ltr. 16-44 (NDB, 31 Jan. 1944, 44-109).*—ED.

BUREAU OF NAVAL PERSONNEL
INFORMATION BULLETIN
Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action.
JANUARY 1945 NAVPERS-O NUMBER 334

This magazine is published for the information and interest of the Naval Service as a whole, but opinions expressed are not necessarily those of the Navy Department. Articles of general interest may be forwarded to the Editor.

NEW YEAR'S RESOLUTION

WHILE there has been no lack of resolution on our part to fight the enemy in every way we know how, as hard as we know how, until he is finally and utterly defeated, the advent of the New Year is a useful reminder to reaffirm our resolve and thus give it new and added meaning.

We remember Pearl Harbor, we remember our shipmates lost in action, we remember the stark threat to our way of life—and we know always and deeply that we fight for these things. But in the constant pounding of battle, the hum-drum of months upon months of dulling routine, the impersonal immensity of mechanization, we may lose the sense of urgency which impelled the prodigious efforts of the early days of the war. We may, if we do not remind ourselves of it consciously upon occasion, slow down without even realizing it.

Although the business of making New Year's resolutions may seem a civilian custom we left behind with other peacetime pursuits, for the sake of those who have died and the principles for which we live, we ought not shrug off the purpose behind the custom. We ought to take stock of ourselves, face fully the grimness of war and once again resolve to give the utmost of ourselves toward the winning of the final utter victory.

From the way things look now, this may not be the last time we are going to have to make such a New Year's resolution. But as we say again that we will fight with all we have, it should be comforting to know that it means more this year because we *have* more now with which to fight. Possession of that added wallop is all the more reason for resolving to use it.

QUOTES OF THE MONTH

• *Lt. Gen. Millard F. Harmon:* "We expect that Japan will be on her feet and fighting in 1946."

• *Official Wilhelmstrasse statement:* ". . . with regret the Germans have said farewell to the New Order in Europe since this no longer is practicable under present circumstances."

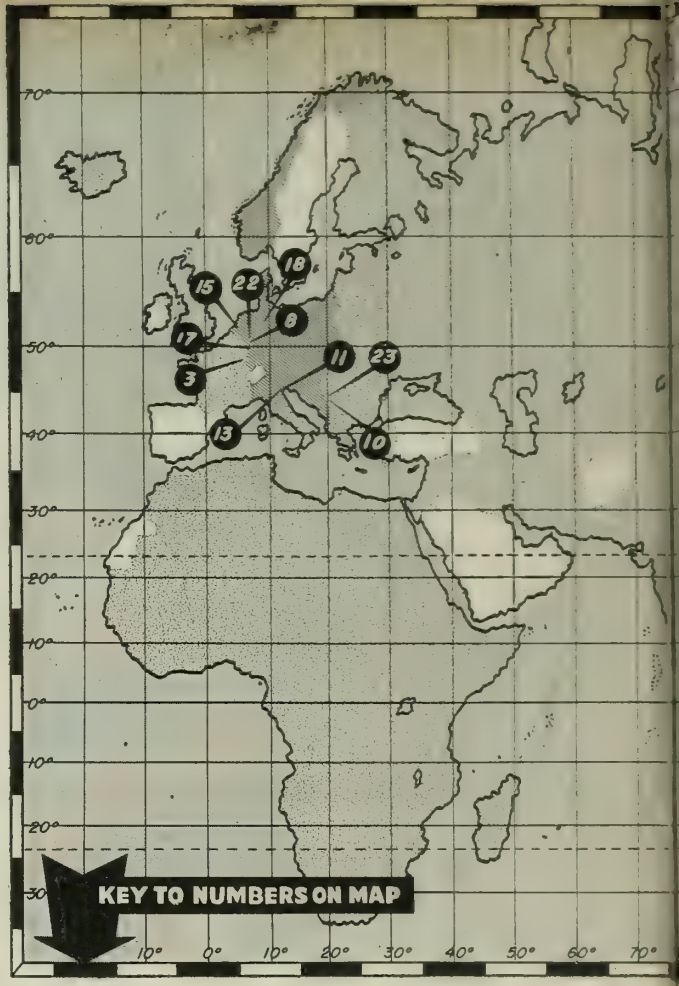
• *General Eisenhower:* "The German has to be hit with everything we've got and finally the breaking point will come. . . . To get peace we have to fight like hell."

• *Dutch Indian native,* as he saw a U. S. bulldozer at work: "Aussie, him good jungle fighter. Jap, him good jungle fighter. American come, jungle go."

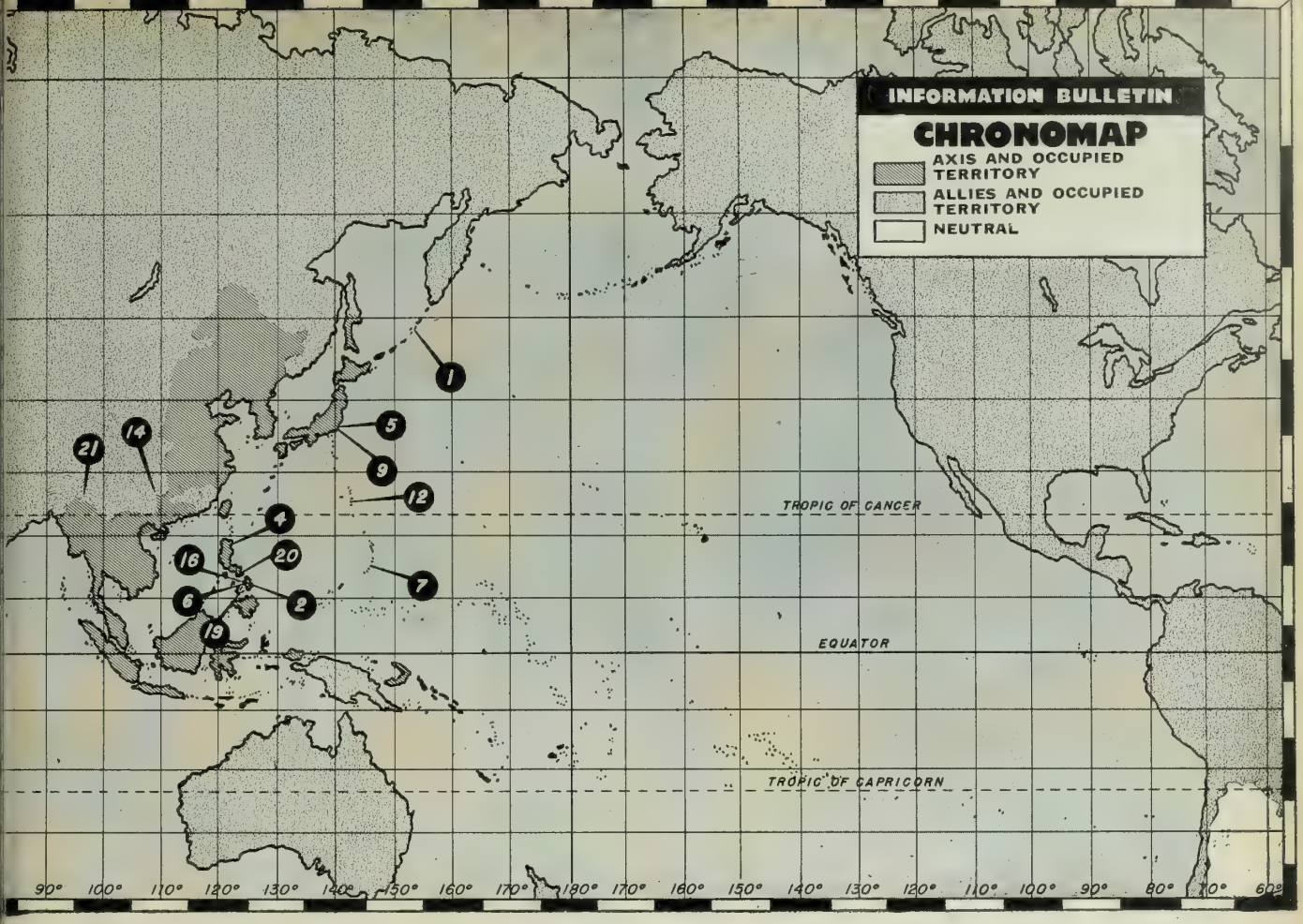
• *Japanese Premier Koiso:* "Considering the fact that the Philippines are a vital area in the war strategy, it is necessary that the enemy be crushed completely and the Philippines held secure."

• *Prime Minister Churchill:* ". . . In three or four years the peaceful, peace-loving people of the United States . . . has in sober fact become the greatest military, naval and air power in the world."

• *Admiral Sir Bruce Fraser,* commander-in-chief of Britain's Pacific Fleet: "The side with the greatest seapower must win the war. We have that seapower. The Japs are losing theirs."



1. Pacific Fleet task force hits Matsuwa, Kurils (20 Nov.).
2. U. S. troops on Leyte take Limon (22 Nov.).
3. French take Mulhouse; 7th Army, Saverne (22 Nov.).
4. 3d Fleet carrier planes in fifth Luzon strike in three weeks sink 20 Jap vessels, damage 28, destroy or damage 119 aircraft over target (24 Nov.).
5. B-29s from Saipan base bomb Tokyo in first land-based plane raid on Jap capital (24 Nov.).
6. U. S. warships shell Ormoc for first time (27 Nov.); troops land behind Jap lines near Ormoc (6 Dec.).
7. Jap planes raid Saipan B-29 base (28 Nov.; 6 Dec.).
8. U. S. 3d Army breaks into Saar basin (28 Nov.); enters Saarlautern, coal city (2 Dec.).
9. Saipan-based B-29s in first Tokyo night attack (29 Nov.).
10. Russian troops and Yugoslav Partisans resume Budapest drive; capture 330 places (29 Nov.).
11. Canadians outflank, capture Ravenna, Italy (4 Dec.).
12. B-29s, Liberators bomb Iwo Jima while Pacific Fleet warships shell island in coordinated attack (7 Dec.).
13. Canadian troops in Italy capture Mezzano (7 Dec.).
14. Chinese oust Japs from Tuhshan (8 Dec.), clear Kweichow province (10 Dec.).
15. U. S. 3d Army crashes through Maginot Line (9 Dec.).
16. Ormoc falls to U. S. troops on Leyte (10 Dec.).
17. U. S. 7th Army captures Haguenau (11 Dec.).
18. 3,250 AAF, RAF fighters and bombers from Britain and Italy strike German rail and oil targets (11 Dec.).
19. U. S. planes sink 8th Jap Leyte convoy (12 Dec.).
20. 3d Fleet carrier planes supporting Mindoro landings destroy or damage 373 Jap planes (13-13 Dec.); U. S. forces invade Mindoro (14 Dec.).
21. Chinese capture Burmese base of Bhamo (14 Dec.).
22. Nazis counterattack on 50-mile front, drive more than 30 miles into Belgium (16-20 Dec.).
23. Russians clear Germans from northeast Hungary, liberate towns in Czechoslovakia (18 Dec.).



THE MONTH'S NEWS

We Leap Across Philippines; Tokyo Bombed from Saipan; Nazis Open Counteroffensive

PERIOD OF 21 NOVEMBER THROUGH 20 DECEMBER—WEST LONGITUDE DATES

The War

While giant B-29s were running bombs from Saipan and China to Japan, and the Nazis were making a powerful counterattack on the Western Front, U. S. forces in the Philippines last month carried through a bold amphibious operation that won beachheads on the island of Mindoro, just 150 miles from Manila.

Third Fleet carrier aircraft, supporting the landings on 14 December, smashed Luzon airfields in a three-day attack which destroyed or damaged 373 Jap planes.

The Mindoro thrust, marking a 288-mile advance from Leyte, bypassed most of the other islands in the Philippine archipelago. It climaxed a 600-mile sea trip through enemy waters. Although the progress of the convoy could be observed by the enemy, who hit it with sporadic air attacks, the invading troops met little opposition in landing and in a day pushed seven to nine miles inland.

Although the rain slowed the advance of U. S. troops on Leyte for a time last month, the Japs lost approximately 30,000 troops attempting to bring reinforcements by sea to Leyte. Up to 20 December the Japs had made eight tries to pour men and supplies into Leyte, with the resulting loss of 50 transports and escort vessels sunk by planes and light naval units. U. S. troops, on the other hand, landed on 6 December behind Jap lines three miles south of Ormoc, Leyte. Four days later Ormoc fell to the U. S. 77th Division.

The Japs had pushed 40,000 reinforcements into Ormoc, their last remaining large town on Leyte, in an attempt to win the first round of the battle for the Philippines. Shortly after it fell General MacArthur announced that the Japs had suffered 82,554 casualties in the Leyte-Samar campaign. American casualties were 10,409, of whom 2,176 were killed.

The Army's Super Fortresses, stepping up their attacks from China and India and striking at Japan for the first time from the Marianas, hit hard at aircraft, communications and war industry centers at Hankow in China, Bangkok in Thailand, Mukden in Manchuria, Rangoon in Burma and Omura, Nayoga and Tokyo in Japan. The B-29 blow at Tokyo on of the war on the Japanese capital 24 November was the second attack

LAST FEBRUARY

As our forces completed the conquest of Kwajalein and took Eniwetok, in the Marshalls, carrier task forces battered Truk and the Marianas. U. S. warships also shelled Paramushiru and Rabaul and supported landings in the Green and Admiralty Islands.

FEBRUARY 1945

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

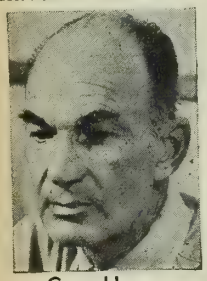
★ WHAT WILL WE DO THIS YEAR? ★

Hellcat fighter plane lands in flames on flight deck of the carrier USS Cowpens during operations in the Pacific . . .

and the first by land-based planes. The mission was carried out by a new task force designated as the 21st Bomber Command operating from Saipan. By mid-December such raids were blasting the Jap homeland every few days.

The Japs in retaliation for the B-29 raids, sent bombers over Saipan in a feeble effort to cripple that base. Other effects of the B-29 raids came in Tokyo's announcement of the evacuation of civilians from the capital.

Enemy-held islands in the Central Pacific were subjected to continued attacks by Army, Navy and Marine Corps planes. Principal targets were the Bonin and Volcano Islands, from which the Jap planes were believed to have made their strikes at Saipan.



Gen. Harmon

On 7 December, the Japs at Iwo Jima, in the Volcanos, were handed a one-two punch by U. S. air and sea forces. A strong fleet of B-29s, together with Liberators and Lightnings, rained explosives on the island while Pacific Fleet units stood offshore and battered costal positions. All aircraft concerned were under the command of Lt. Gen. Millard F. Harmon, of the Army, commander of the newly established Strategic Air Force, Pacific Ocean Areas.

Our submarines in the Pacific reported the sinking of 80 more enemy vessels, including 17 combatant ships. A record-bag of 33 ships, announced on 18 December by the Navy Department, included one light cruiser, three destroyers and eight other warships.

For the first time in months the news from China looked good. Counter attacking Chinese troops ousted the Japs from the key railroad town of Tuhshan, 75 miles from Kweiyang, the last forward U. S. airbase in China. By 10 December they had thrown the enemy back 65 miles, virtually clearing Kweichow province. Other Chinese troops culminated a 28-day siege by capturing the Burmese base of Bhamo, while British troops held an east-west line between the Irrawaddy and Chindwin Rivers in upper Burma.

Still more trouble for the Japs was forecast by the announcement of the formation of a huge British Pacific Fleet and a conference of its commander-in-chief, Admiral Sir Bruce Fraser, RN, with Admiral Chester W. Nimitz, USN, Commander in Chief, Pacific Fleet and Pacific Ocean Areas. Admiral Nimitz conferred also with high-ranking U. S. Army and Navy officers on forthcoming operations in the Pacific. Among those attending that conference were Admiral Raymond A. Spruance, USN, Commander 5th Fleet; Lt. Gen. Delos C. Emmons, commander of the Army's Alaskan Department; Lt. Gen. Simon B. Buckner, former commander of the Alaskan Department; Vice Admiral Frank Jack Fletcher, USN, Commander 9th Fleet; and Vice Admiral C. H. McMorris, USN, and Rear Admiral F. P. Sherman, USN, chief of staff and deputy chief of staff, respectively, to Admiral Nimitz.

In Europe, in mid-December, the German army went on the offensive for the first time since Normandy in an apparent attempt to prolong the war and win a better peace. Launching a powerful counterblow against the southern flank of the U. S. 1st Army, the enemy hurled troops, tanks, planes and paratroops into a drive that in its first five days carried 35 miles into Belgium and across the Luxembourg border. The Luftwaffe came out of hiding to join the attack. Fast-moving Nazi armored columns lead an advance of some 15 divisions in the general direction of Sedan, where the Germans broke into France in 1940.

Other Allied armies, meanwhile, were steadily advancing. The U. S. 7th Army captured Haguenau, important communications center in Lorraine and, together with the French 1st Army, began clearing Alsace. The Nazi grip on the important Saar industrial basin slipped still another notch as units of the U. S. 3d Army crashed through Maginot Line defenses to link forces below the German border with other troops on the east bank of the Saar River. The U. S. 9th Army, to the north of the German push, continued to gain, clearing Wuerm, Mullendorf and Beeck on the Netherlands-German border.

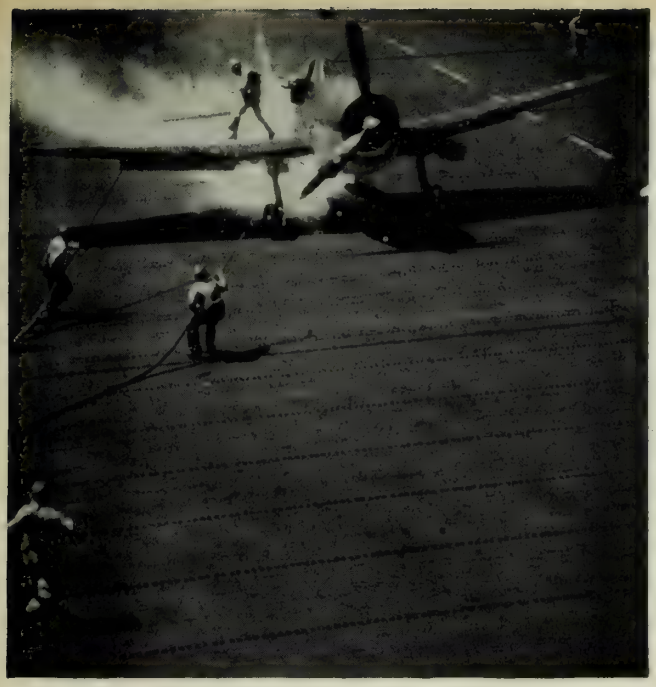
Continuing airblows were struck at the Reich last month, with British and American bombers concentrating on rail and oil centers. In two weeks from 4 to 18 December U. S. and RAF planes attacked every main railway leading from the interior of Germany

CASUALTY FIGURES

Casualty figures among naval personnel through 20 December totaled 79,408. Total since 7 Dec. 1941:

	Dead	*Wounded*	*Missing**	*Prisoners**	*Total*
U. S. Navy.....	19,895	9,507	8,250	2,542	40,194
U. S. Marine Corps.	10,049	25,429	930	1,944	38,352
U. S. Cost Guard...	550	194	118	....	862
Total	30,494	35,130	9,298	4,486	79,408

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.



. . . As the pilot escapes uninjured, fast-working fire fighters smother the blaze with chemicals and save the plane.

to the western front. On 11 December more than 1,600 8th AAF bombers and 800 fighters from Britain joined with 500 15th AAF bombers and 350 fighters from Italy in one of the war's greatest aerial operations. The 8th struck rail and transport targets in Germany, feeding enemy lines facing the U. S. 1st and 3d Armies, while the Italian-based planes smashed oil refinery and ordnance depots in the Vienna area.

Official U. S. Navy photographs

REAR ADMIRALS Arthur D. Struble, USN, left, commander of attack force, and Russell S. Berkey, USN, commander of Navy support group, confer on flagship of Vice Admiral Kinkaid, Commander 7th Fleet, just before weighing anchor to launch assault on Mindoro.

The War Department on the third anniversary of the attack on Pearl Harbor announced that the AAF had dispatched 1,566,329 planes which dropped 1,202,139 tons of bombs on enemy targets during the three years the U. S. had been at war. During that time 22,894 enemy aircraft were destroyed, 5,986 probably destroyed and 8,068 damaged by the AAF in aerial combat. The number of planes destroyed on the ground brought total enemy losses to 29,316. AAF total losses were 13,491 planes. In the Pacific area 1,310,006 tons of enemy shipping were sunk by Army planes. Berlin was first on the AAF list of most-bombed cities with 13,717 tons. Second hardest hit was Ploesti, heart of the Rumanian oil industry.

In Italy the Allied armies, moving slowly ahead, took Ravenna and moved on to capture Mezzano on the Rimini-Ferrara railroad. Lt. Gen. Mark W. Clark, who had commanded the U. S. 5th Army since it moved from Africa to Europe, was named commander in chief of the Allied 15th Army Group of American and Allied forces in Italy. He succeeded British Field Marshal Alexander, who became supreme commander of all Allied forces in the Mediterranean theater when General Sir Henry M. Wilson was shifted to Washington as a member of the Combined Chiefs of Staff.

On the eastern front, the Russians were closing the ring around Budapest. Other Red Army troops drove into Czechoslovakia and opened a new road to Vienna, approximately 100 miles away.

Behind the Balkan front, there was fighting in Athens between members of the National Liberation Front and British forces backing up the Greek Government's attempt to disband guerilla fighters. Americans there were instructed to confine their activities strictly to relief and rehabilitation work.

NAVY NEWS

• All six Japanese carriers whose planes attacked Pearl Harbor now lie at the bottom of the Pacific, Admiral Nimitz announced last month on the third anniversary of the attack. Four were sunk in the Battle of Midway in June 1942, one in the Battle of the Philippine Sea last June and the sixth in the Battle of the Philippines in October this year. Of the U. S. ships sunk at Pearl Harbor, Admiral Nimitz added, all but five have since returned to action. One of these, the *Oklahoma*, was refloated but subsequently decommissioned, and parts of three others, including the *Arizona*, were salvaged and used in new ships, leaving only the target ship *Utah* still on the bottom. Five of those "raised from the dead" were the battleships *Pennsylvania, Maryland, Tennessee, California* and *West Virginia*—which, with the *Mississippi*, sank eight Jap warships in Surigao Strait in the Battle of the Philippines.

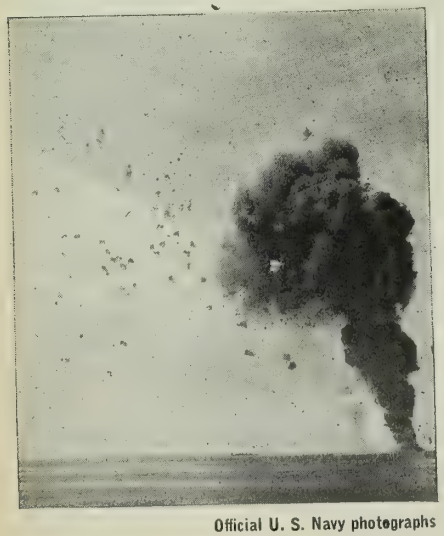
• The Navy's "civilian fleet" of patrol vessels is gradually receiving its honorable discharge. Consisting of converted yachts and fishing boats sold

Sighted 2 . . . Sank Same

Two Japanese *Sydney*-class submarines were sunk with one bomb by Ens. Raymond G. Baldwin, USNR, Devon, Conn., Hellcat pilot in Fighting Squadron 8, during the initial carrier-based raid on the Ryuku Islands. Ensign Baldwin was directly over two subs dozing in a sheltered anchorage on Okinawa Island, when he dropped his bomb amidships between the enemy pigboats, blowing out the sides of each.

JAP DIVEBOMBER, circled, flies through flak-pocked sky to attack our ships in Leyte Gulf. Smoke is from U. S. DD after being hit.

. . . Plane plunges into sea between burning destroyer and a second DD to left of the splash . . .



Official U. S. Navy photographs

. . . and disappears under cloud of smoke and steam as the undamaged destroyer pulls swiftly away.

or chartered to the Navy or Maritime Commission for use by the Navy, they have served as minesweepers and hydrographic, picket, patrol and escort boats. While the converted vessels were put to sea early in the war, sometimes equipped only with a two-way radio and a flare gun, construction was rushed on antisubmarine vessels of greater sting. The present availability of these specially built wooden and steel vessels—SCs, PCSs, YMSs, PCs, PCEs, DEs, AMs—plus the changing aspects of the war have made it possible for the Navy to return to the Maritime Commission, for disposal or eventual return to owners, many of the small craft which were so urgently needed to protect our coastline and convoys when the U.S. was plunged into war.

• Three and a half million people saw the tools the Navy fights with during a recent 16-day showing at Navy Pier, Chicago, of the Navy's 6th War Loan Exhibit, "Pacific Theater." Interior displays at the exhibit staged by the Navy Department in conjunction with the Treasury Department included shells, rockets, torpedoes, bombs, depth charges and electronic devices, many of which had been on the Navy's secret list. Exterior shows included Hellcat and Helldiver planes, a captured Jap Zero and naval armament ranging from 5-38 all-purpose deck guns to machine guns. Divers in full equipment demonstrated underwater welding in a glass tank. On Lake Michigan a Coast Guard helicopter performed daily air-sea rescues. A flotilla of 14 landing craft from LSTs to LCVPs was open to public inspection. Marines were carried in the landing craft during assaults on the mythical island of Chi-Cogo.

• Because all her major strikes in a year of combat were made during holidays, the USS *Bunker Hill* has been nicknamed "Holiday Express." The 27,000-ton carrier observed the red-letter days this way: Armistice Day 1943—raided Rabaul; Thanksgiving—participated in operations leading to capture of Tarawa, Makin and Apemama Islands; Christmas Day—raided Kavieng in deepest penetration of Japanese territory since Pearl Harbor; New Year's Day—was in midst of Bismarck Archipelago operation and bombed Kavieng; George Washington's Birthday—smashed Japs at Tinian and Saipan; April Fool's Day—bombed Woleai; Columbus Day—hit Formosa; Armistice Day 1944—bombed and strafed enemy shipping in Ormoc Bay, off Leyte.

• Establishment of the Navy School for Evacuation of Casualties at NAS, Alameda, Calif., which will introduce flying Navy nurses for the first time, was announced last month. In the school's first class are 24 nurses and 24 pharmacist's mates who, upon completion of training, which will include flight indoctrination, will report for duty with an air evacuation task unit with the Pacific Fleet. Although the Navy and Marine Corps pioneered in aerial evacuation of casualties—South Pacific Combat Air Transport alone has moved more than 25,000 patients

Gen. Marshall Continued As Army Chief of Staff

The President on 2 December approved an act of Congress to permit the continuing of General George C. Marshall in his present office of Chief of Staff of the U. S. Army for the duration and six months thereafter. General Marshall reached the regular retirement age of 64 years on 31 December.

—there has never been, until now, any formalized instruction of medical personnel making the flights except for naval flight surgeons.

• Capt. Luis de Florez, USNR, director of the Special Devices Division, Bu-Aer, and inventor of many synthetic training devices used in naval aviation, received the Robert J. Collier Trophy last month for "outstanding aeronautical achievement in 1943." Among Capt. de Florez "synthetics" used by the Navy are a model instrument panel to instruct student pilots to operate large flying boats, gunnery trainers, navigation training devices, a bombardier's compartment from which a student may view and practice dropping his bombs on rolling landscapes projected from a motion picture projector and devices for training in aircraft identification. Capt. de Florez is the first naval officer to win the trophy.

• A destroyer launched recently at Orange, Tex., was named in honor of three brothers who lost their lives when the USS *New Orleans* had her bow shot away by enemy torpedoes during the Battle of Tassafaronga. They were Jack E. Rogers Jr., S1c, USN; Charles E. Rogers, S1c, USN, and Edwin K. Rogers, S1c, USN. The USS *Rogers* was christened by the boys' mother, Mrs. Jack E. Rogers Sr., of Ormond, Fla.

• British fighter and torpedo bomber pilots training in this country are using the USS *Charger*, a converted escort carrier, to qualify for carrier landings. The *Charger* originally was intended for the British under lend-

Official U. S. Navy photograph

British signal officer aboard USS Charger.

lease, but after the Pearl Harbor attack the ship was retained by the Navy because of our need for warships. More than 24,000 planes have landed on the flight deck of the *Charger* since she was taken to Hampton Roads, Va., two years ago.

• Nine additional air groups and squadrons have returned to the U. S. for rest and regrouping after combat in the Pacific theater. They are:

Air Group 8, which made 192 strikes in a 72,000-mile prowl of the Pacific climaxed by the Battle of the Philippine Sea; destroyed or damaged 691 Jap aircraft and sank 44 ships in operations from New Guinea to Formosa.

Air Group 26 — Participated in every amphibious operation from Tarawa to Leyte and played major role in turning back the attacking Jap fleet off Samar in the Philippines on 24 Oct. 1944.

Air Group 31—Destroyed 148 Jap planes in the air and sank 48,000 tons of enemy shipping during an eight-months tour of duty which included the Battle of the Philippine Sea.

Composite Squadron 5—Flew more than 7,500 hours in attacks on enemy shipping, ground installations and infantry forces in operations at Saipan, Tinian, Guam, Peleliu, Angaur, Ulithi and Philippine Islands; sank two Jap cruisers, damaged two battleships, cruiser, several destroyers in the Battle of the Philippines.

Composite Squadron 66—Made 43 bombing and strafing attacks against Jap-held positions on Wotje, Maloelap, Halmahera and Morotai in 10 months.

Patrol-Bombing Squadron 62—Lost only one Catalina bomber during 10,000 hours of combat flying in tough Aleutian weather.

Patrol - Bombing Squadron 135 — Carried out numerous photographic-reconnaissance, bombing and strafing missions against Jap installations on Paramushiru without losing a plane.

Patrol Bombing Squadron 148 — Sank or damaged 3,700 tons of enemy shipping while flying 816 sorties during 6,072 flying hours.

Patrol Bombing Squadron 202 — Was the first Navy PBM squadron to operate in Pacific combat; completed 800 missions without a cancellation, covered more than a million miles of aerial flight.

• No windshield wipers are needed with the new water repellent for airplane windshields developed by BuAer in collaboration with the Naval Research Laboratory. The coating turns away driving rain without a smear and is particularly useful in rainy-weather landings on the pitching decks of carriers and in night landings on air strips.

• More than 400 patients were evacuated from Leyte to the hospital ship USS *Mercy* in a few hours during the early days of the Philipines campaign. At the appointed rendezvous the *Mercy*, first hospital ship to reach Leyte, approached its anchorage. Almost as soon as the anchor hit bottom, nearby warships and transports opened fire on a Jap plane. Groups of patients came aboard the *Mercy* in rapid succession, were carried or assisted to receiving stations, given emergency treatment if necessary and moved to wards.

BUNKMATES: Marine pilots aboad escort carrier literally live with their planes en route to Marianas.

• No. 05074, suffering from a mild case of operational fatigue, has gone to the showers for a freshening up. No. 05074 is a Skytrain (R4D), the first plane to be commissioned for duty in NATS. After 33 months in the Atlantic and European theaters without missing a scheduled trip, she has come home for a rest. After an overhaul at NAS, Patuxent River, Md., she will return to active duty.

• At 2 p.m., 7 Dec. 1941, a spontaneously formed group of Navy airmen collected all flyable Kingfisher and Seagull seaplanes from the bomb-torn decks of battleships and cruisers in Pearl Harbor and flew them off in search of enemy submarines. That was the unofficial beginning of Scouting Squadron 53, which since then has not missed a day of flying in the Pearl Harbor area. For 10 months all of Scouting 53's personnel slept in a hangar. Their uniforms were strictly irregular in those early days, for most of their gear was destroyed in the Jap attack. One man had only a pair of silk pajamas. Another was dressed in a commander's cap, gabardine trousers and a silk shirt. The squadron was officially recognized 10 March 1942, when it was given the designation VS3D14, changed a year later to VS-53. Its personnel observed Pearl Harbor Day, 1944, by buying $9,000 worth of war bonds.

Official U. S. Navy photographs

RETURN HOME: Pilot and crewman of a Navy Helldiver safely reach their carrier after the Japs shot away most of the plane's tail.

• A new shark repellent, 98% effective under experimental conditions, has been developed by BuShips in cooperation with the Naval Research Laboratory, and is now incorporated into a packet which can be attached to any type of life jacket. Tests have shown that sharks seldom attack dark colored objects. The repellent is released from the packet in the form of an inky fluid which, by coloring the water, not only keeps sharks away but lets the user see the extent of his protection so that he may stay within it. In addition, it contains chemicals and a water-soluble wax which have a peculiar taste and odor distasteful to sharks.

• Sgt. Reid C. Chamberlain, USMC, escaped from the Corregidor the day that Philippine fortress fell, 6 May 1942, survived 28 days of drifting in the China Sea, became a first lieutenant in the U. S. Army, fought with guerillas in the Philippines for nearly two years and smuggled guns and gasoline to them from the outside. When he finally came back to the U. S., the Marine Corps gave him an honorable discharge—he had been listed as "dead"—and the Army permitted him to resign his commission and gave him an honorable discharge plus the Distinguished Service Cross. Next, he reenlisted in the Marine Corps and was given his old rating of corporal and appointed to officer-candate school. Three days after he entered OCS he applied for transfer

Saratoga, Oldest and Biggest Carrier, Is Veteran of 7 Battle-Star Operations

An announcement from CincPac revealed recently that the USS *Saratoga*, oldest and largest U. S. aircraft carrier, whom the Japs have six times reported sunk, has participated in seven operations or engagements for which the Navy Department has authorized bronze stars on the area service ribbons which may be worn by officers and men serving aboard her in those engagements.

The engagements are: Guadalcanal - Tulagi landings, 7-9 Aug. 1942; capture and defense of Guadalcanal, 10 Aug. 1942 to 8 Feb. 1943; Eastern Solomons (Stewart Island) 23-25 Aug. 1942; Treasury-Bougainville operation, 27 Oct. to 15 Dec. 1943; Gilbert Islands operation, 13 Nov. to 8 Dec. 1943; occupation of Eniwetok Atoll, 17 Feb. to 2 March 1944; Sabang Raid, 19 April 1944, and Soerabaja raid, 17 May 1944. (Stars may be worn for either the Sabang or Soerabaja operations but not two stars for both.)

More than 78,000 landings have been made on the 909 - foot flight deck in the 17 years the *Sara* has been afloat. The first was made shortly fter her commissioning on 16 Nov. 1927 by Vice Admiral (then Lt. Comdr.) Marc A. Mitscher, USN, now a carrier task force commander.

Blows have been delivered by the Saratoga's planes against the Japs in practically all theaters of the Pacific. In April and May of 1944, while operating as a unit of the British Eastern Fleet in the Indian Ocean with the HMS *Illustrious*, her planes hit oil refineries and other installations at Sabang and Soerabaja. Upon her detachment from the Eastern Fleet, British ships filed by the *Sara* and her escorts in a procession of honor.

The *Sara* was at San Diego when the Japs attacked on 7 Dec. 1941. The next day she sailed for Pearl Harbor with a load of planes, breaking her speed record for the run.

In the Battle of the Eastern Solomons, her airmen sank a Jap carrier.

On 5 Nov. 1943 her air group put eight enemy cruisers and two destroyers out of commission as the Japs prepared at Rabaul to prevent U. S. Marine landings at Empress Augusta Bay. Shortly after that achievement Admiral Nimitz said of the *Saratoga:* "You are the mainstay of the fleet."

The *Saratoga* set a record when, from 19 Nov. 1943 to 1 Dec. 1943 she made nine strikes in 12 days in the Gilberts in connection with the assault on Tarawa. There was little rest for her crew after those engagements, for on 29 Jan. 1944 she struck at Taroa; and on 31 January other places in the Marshalls felt her blows. During this time the crews worked 18-hour shifts as her air group made 25 strikes in 16 days.

Official U. S. Navy photograph

Clouds frame view of the USS Saratoga from the air.

Although the Japs have made extravagant claims of damaging and sinking the *Saratoga*, an enemy bomb is still to land on her deck or to damage her battle-cruiser hull. (She was built on a hull originally intended for a battle cruiser, the change in plans being a result of the Washington Disarmament Conference.) Twice torpedoes have struck her, causing slight damage.

From her have flown the flags of several admirals. Former skippers include Admiral William F. Halsey Jr., USN, Commander 3d Fleet; Vice Admiral Frederick Horne, USN, now Vice Chief of Naval Operations; Vice Admiral John H. Towers, USN, Deputy Commander in Chief, U. S. Pacific Fleet and Pacific Ocean Areas. Capt. Lucian A. Moebus, USN, is now in command.

The USS *Saratoga* is a name held by five ships in the history of the Navy. The first was a sloop operating during the American Revolution. The third accomplished what the 3,000 officers and men of the present *Saratoga* hope their ship will do—she sailed into Tokyo Bay! That was at the time Commodore Perry's operations brought Japan into the commerce of the world.

to line duty. He was sent to a base and made a sergeant. Soon he sent in another formal request—for combat duty. Sgt. Chamberlain, the Marine Corps revealed last month in telling the whole story, is now back fighting the Japs.

• The first Liberty ship to unload cargo after the invasion of the Philippines survived 56 individual bombings and strafings while its Navy gun crew shot down two and possibly four Jap planes. The persistent but futile Jap air attacks on the ship started shortly after the original landings on Leyte on 19 October and continued for six days.

• Rear Admiral William J. C. Agnew, (MC) USN, has been appointed Assistant Chief of BuMed, relieving Rear Admiral Luther Sheldon Jr., (MC) USN, who was named medical officer of the 5th Naval District. Admiral Sheldon in turn relieves Rear Admiral Joseph J. A. McMullin, (MC) USN, who has been selected as medical officer of the 1st Naval District as relief for Rear Admiral Richard H. Laning, (MC) USN.

Adm. Agnew

Admiral Laning has assumed the post of Inspector Medical Department Activities, Pacific Ocean Areas, held by Rear Admiral William Chambers, (MC) USN, until he recently became medical officer in command of the National Naval Medical Center, Bethesda, Md. Admiral Chambers relieved Rear Admiral C. W. O. Bunker, (MC) USN (Ret), who was retired and went on inactive duty. In another shift, Rear Admiral George C. Thomas, (MC) USN (Ret), became officer in charge of the newly established Professional Division in BuMed. He was formerly medical officer of the 11th Naval District.

• Maj. Gen. Julian C. Smith, USMC, CO of the 2d Marine Division in the invasion of Tarawa and until recently Commanding General, Expeditionary Forces, in the Palau Islands, last month became commanding general, Department of the Pacific, relieving Maj. Gen. Joseph C. Fegan, USMC, who is under treatment at the Naval Hospital, Mare Island.

• Natives working under Navy civil affairs officers on Guam have built a model village on a high plateau in a lush agricultural district for 2,400 bombed-out residents of the island. It not only provides housing but will aid in sanitation control by bringing large groups into a center where they will live under Navy medical supervision, and will hasten the tilling of fertile acres. From two to four crops a year can be grown on Guam, and the harvesting of the first is expected in about two months. Products will include corn, cucumbers, egg plant, watermelon, taro, arrowroot, tapioca, cantaloupe, papayas, pineapple and yams. Groves of tangerines, limes and coconuts also are being cultivated. Similar projects are underway in other sections of the island.

Official U. S. Navy photograph

WAR'S CHILDREN: Aboard a Coast Guard-manned troop transport, steaming across Indian ocean from Bombay, Polish war orphans relax during passage to a new haven from perils that have pursued them for two years.

Official U. C. Coast Guard photograph

Children of naval personnel at NAS, Patuxent River, Md., attend Frank Knox Elementary School, named for late Secretary of the Navy and supervised by education department of the station as an activity under BuAer.

SHIPS & STATIONS

• More than 800 naval personnel and civilian employees at NAS, Floyd Bennett Field, N. Y., gave 693 pints of blood in 420 minutes recently to a mobile unit of the Brooklyn Red Cross which visited the field. The mass donation set a nation-wide record for collection by a mobile unit.

• When Ens. Melvin A. Feher, USNR, recently received his wings as a naval aviator at NAS, Pensacola, Fla., his father, 61-year-old Lt. Comdr. Anthony Feher, USN, test pilot at the Naval Aircraft Factory, Philadelphia, flew south in his own plane for the ceremonies. The Fehers were designated naval aviators 26 years and four months apart . . . Another naval officer who recently received his wings at Pensacola, Lt. (jg) Carl T. Meyer Jr., USNR, at the same time received the Air Medal from Capt. L. T. Hundt, USN, commander of the Naval Air Training Bases there. Lieutenant Meyer was navigator-bombardier of a PB4Y hit by antiaircraft fire following an attack on enemy shipping in the Bay of Biscay. He guided his plane safely back to its base in England despite fumes which rendered unconscious several other members of the crew. Shortly after the incident he was sent to flight training.

• It looks like a truck with a cowcatcher and it whistles like a train—that's the contraption running around the railroad tracks at NAS, Houma, La. Built by naval personnel from spare parts and junk-yard contributions, plus an International truck, the "locomotive" can do 17½ m.p.h. forward and 2 backward. In addition to the eight tons of cement it carries to provide traction for its wheels, it can pull three loaded tank cars.

• Something new in dog tags has been developed by Comdr. Frank E. Jeffreys, (DC) USN, now on the staff of the National Naval Medical Center, Bethesda, Md., who worked out a technique by which a serviceman's name and other pertinent data to aid in casualty identification may be inscribed on the plate of his false teeth. The information is typed on a sheet of onionskin paper and then, before the plate is completed, transferred through the use of a carbon duplicator.

• Charles A. Blanchette, MaM1c, stationed at the NTSch, Oxford, Ohio, went home on leave recently, and the chain of command did an abrupt about face: It was Blanchette's pleasant duty to grant a very special request made by a lieutenant (junior grade). The naval officer was Lt. (jg) Charles J. Blanchette, USNR, just back from duty in the southwest Pacific. Although the enlisted man saluted the officer when they met, Lieutenant Blanchette had to petition Mailman Blanchette, his father, for permission to get married—because Lieutenant Blanchette was only 20 years old.

• It was the first time the two lieutenant commanders had seen each other in 18 months; they embraced fondly when they met recently at NAS, Honolulu. They were Lt. Comdr. Cooper B. Bright, USNR, an officer on a carrier which had put in at Pearl Harbor for a few days, and his sister, Lt. Comdr. Joy Bright Hancock, USNR, there to survey housing conditions and billets available for Waves in Hawaii.

• Once over lightly: The Armed Guard crew of the SS *Elihu Root* has assembled a floating gym equipped with basketball court, handball court, table tennis table, boxing ring and sand bag in the No. 2 hold. . . . Members of a Seabee petroleum detachment have formed the "Top of the World Club" somewhere in the Arctic. The organization will be a "night club" for approximately six months of each year.

Signals Mixed

The tail gunner of a PBM was excited as his patrol bomber flew over a Pacific Island.

"Sir," he shouted over the interphone to his pilot, "there must be friendly forces below — they're blinking at us!"

The blinks turned out to be flashes from a fortunately inaccurate Japanese AA battery.

HOME FRONT

• The Government cracked down last month on men in civilian life who refused to work in war plants, and the War Production Board ordered all civilian production frozen indefinitely at present levels because of increased war-production schedules. Selective Service ordered reexamination of draft classifications of all men in the 26-37 age group "in the light of immediate urgencies." The new draft order was designed to force men over 25 to seek jobs in essential industries, to provide replacements for highly skilled workers being released from service for "supercritical" production and to enable the Army to send young men in noncombat units overseas as battle replacements and fill in the gaps with older men. Men whose jobs are considered nonessential, or who left war jobs without permission, were to be made subject to quick induction.

• Edward R. Stettinius, 44, Under Secretary of State, was appointed Secretary of State three hours after Cordell Hull resigned from that cabinet post on 27 November. Mr. Hull, in poor health for several months, is 73. His career included 22 years in the House of Representatives, two years as senator from Tennessee. He had been head of the State Department since the beginning of President Roosevelt's first term in 1933. Mr. Stettinius is the youngest Secretary of State since Edmund Randolph held the position in George Washington's cabinet at the age of 41.

• Prisoners of war working for private contractors have earned more than $16,000,000 for the U. S. Treasury, the War Department has announced. Private contractors must pay the same wage rate per unit of work completed as they would pay civilian labor. Prisoners do not receive the money, but are paid 80 cents a day in canteen script. The contractor's check goes to the Treasury. This system serves the double purpose of utilizing prisoners of war at a profit to the Government and alleviating the man-

power shortage without subsidizing the private contractors.

• The nation's No. 1 and No. 2 football teams—Army and Navy—opened the 6th War Loan Drive before 66,639 spectators in Baltimore's Municipal Stadium on 2 December, with Army winning 23 to 7. The game raised $58,637,000 in war-bond sales. Army cadets received their first taste of sea duty when the entire academy student body went to Baltimore aboard a troopship. Play-by-play motion pictures of the game will be shown to the armed forces throughout the world.

• Because operations in the Pacific have more than tripled the delivery job of the merchant marine, a call for 8,000 trainees a month has been issued by the U. S. Maritime Service. The War Manpower Commission has granted a nationwide priority for the recruitment of inexperienced men for merchant seaman training.

• The cigaret shortage has stumped all the experts except Dr. Earnest A. Hooton, Harvard University anthropologist, who explained the shortage this way: "The boys in the foxholes, with their lives endangered, are nervous and misreable and want girls. Since they can't have them, they smoke cigarets. The girls at home are nervous and miserable and want boys. Since they can't have them, they, too, smoke cigarets. So what happens? The briar pipe resumes its rightful place as the companion of the philosophic male whose gonadal preoccupations have vanished with the years."

• Five Americans and one Dane received Nobel Prize awards last month in New York City. It was the first time since the awarding of prizes began in 1901 that they have been presented outside of Stockholm and by anyone except the King of Sweden. The Swedish Minister to the U. S. made the presentations to Dr. Joseph Erlanger, professor-emeritus of physiology at Washington University, St. Louis; Dr. Herbert S. Gasser, director of the Rockefeller Institute for Medical Research; Dr. Isidor I. Rabi, professor of physics at Columbia University; Dr. Otto Stern, member of the faculty of Carnegie Institute of Technology; Dr. Edward A Doisy, professor of biochemistry at St. Louis University, and Dr. Henrik Dam, professor of biochemistry at Copenhagen Institute of Technology, Denmark, who is now continuing his research at the University of Rochester Medical School. The Nobel prizes, the value of which varies between $30,000 and $40,000, are awarded for physics, chemistry, physiology and medicine, literature and work toward peace. There has been no award of the peace prize since 1939.

Official U. S. Navy photograph

FIRST Waves assigned to training as flight orderlies are shown aboard a Naval Air Transport Service plane with their teacher, Lt. (jg) Helen J. Merrill, USNR, a former airline hostess. The enlisted women will serve aboard NATS planes on all continental flights.

• A new type of coal-burning steam locomotive, powered by a turbine in place of cylinders, piston and driving rods, has been developed by the Pennsylvania Railroad. Engineers designed the turbine to develop 6,900 shaft horsepower—sufficient to pull a normal passenger train at 100 miles an hour.

• News Capsules: A survey completed by the Department of Agriculture revealed that 18,500,000 Victory gardens were grown last year and virtually all gardeners expect to continue in 1945. . . . The 120,000 inmates of state prisons and correctional institutions have contributed close to $25,000,000 worth of industrial war production since 1 July 1942. . . . Babies have been wailing about a diaper shortage, but the WPB reports one silver lining—there will be plenty of safety pins. . . . The United Automobile Workers (CIO) has applied for FM radio station licenses in Detroit, Cleveland, Los Angeles, Chicago, Flint, Mich., and Newark. . . . The Interior Department revealed that a perfume of fatal appeal to coyotes has been developed. . . . General Electric has developed a differential analyzer which solves in a few days mathematical problems that it would take several years to work out by conventional methods.

Official U. S. Coast Guard photographs

Rear Admiral James Pine, superintendent of U. S. Coast Guard Academy, demonstrates solution to cigaret shortage.

THE WAR AT SEA

OFFICIAL REPORTS: 21 NOVEMBER THROUGH 20 DECEMBER

U. S. Navy Communiques In Full And Pertinent Excerpts From Others

21 NOVEMBER

U. S. Pacific Fleet Communique No. 186

Army and Marine infantry units in the Marianas and Palaus continued to clear captured islands of remnants of Japanese garrisons. Total enemy casualties given below are through 13 November:

JAP LOSSES IN MARIANAS AND PALAUS

Saipan: Killed, 26,277; captured, 2,068.
Guam: Killed, 17,238; captured, 463.
Tinian: Killed, 6,893; captured, 316.
Angaur and Peleliu: Killed, 12,980; captured 420.

On 18 November aircraft of the 2d Marine Aircraft Wing made a strafing attack on installations on Haha Jima and shipping at Chichi Jima.

Additional reports on aircraft strikes by carrier-based planes over Manila on 18 November now show that a total of 26 Japanese planes were shot out of the air. Four of these were destroyed by ships' antiaircraft fire. A total of 18 planes have been reported shot down in Communique 185.

Japanese bases in the Palaus were hit by planes of the 2d Aircraft Wing and Fleet Air Wing 1 on 18 November. Several large fires were started. On the same day fighters of the 2d Marine Aircraft Wing carried out bombing attacks on the airfield at Yap.

Air attacks were made on enemy-held bases in the Marshalls on 19 and 20 November as the 4th Marine Aircraft Wing and search planes of Fleet Air Wing 2 continued neutralizing raids on those islands. The enemy sent up meager antiaircraft fire.

ADVANCED HEADQUARTERS ON LEYTE — *Brunei Bay:* Heavy units in a night attack on an enemy naval base scored a direct hit on a destroyer and nearby docks . . . *Taraka:* In the harbor a gunboat, five small freighters and 10 barges were set afire . . . *Amboina-Ceram:* Fighters on patrol strafed and set afire a 1,000-ton freighter south of Ambon.

22 NOVEMBER

U. S. Pacific Fleet Communique No. 187

Further reports of the air strikes in and around Manila on 18 November reveal the following total damage to shipping and installations by planes of the 3d Fleet:

One medium cargo ship and one small coastal cargo ship set afire in Subic Bay; two medium cargo ships burning and one small coastal cargo ship sunk near San Fernando; one cargo ship burned and another burning in Manila Bay; an oiler in flames and one medium cargo ship and two other oilers hit in Manila Bay; five luggers burning off Batangas and another sunk at Laoag; locomotive destroyed at Lucena.

Our planes strafed a heavy cruiser, which appeared to be beached or in shallow water near Santa Cruz. Ten fires were started in fuel dumps at San Fernando, Del Carmen Field and Clark Field, while buildings and other installations were destroyed at West Lipa, Nichols, Malvar and Del Carmen Field.

Liberators and Lightnings of the 7th AAF on 21 November strafed and bombed airfields on Truk. Five enemy fighters were seen, of which four were destroyed.

Fighters of the 2d Marine Aircraft Wing on 19 November hit Babelthuap in the Palaus, setting fuel dumps afire and pounded the airfield on Yap.

Defenses on Rota in the Marianas were pounded by fighters of the 2d Marine Aircraft Wing on 19 November.

ADVANCED HEADQUARTERS ON LEYTE — *Leyte:* Our heavy air units, staging through local bases, bombed enemy supply and shipping installations at Palompon, destroying dumps and crippling two coastal vessels . . . *Visayas:* Patrol planes off southern Mindoro destroyed or heavily damaged a 1,000-ton freighter . . . *Mindanao:* Air patrols bombed and probably destroyed a 3,000-ton freighter at night and sank two coastal vessels near Zamboanga . . . *Borneo:* Our heavy reconnaissance units before dawn bombed enemy shipping in Brunei Bay, scoring direct hits on a light cruiser and another warship. Patrol planes raided Tarakan and Kudat, setting fire to enemy barracks and two small vessels offshore . . . *Celebes:* Medium units bombed Mapanget and Sidate airdromes and damaged a schooner off the Syela Islands.

23 NOVEMBER

U. S. Pacific Fleet Communique No. 188

Matsuwa in the Kurils was bombarded by a naval task force on 21 November. Large fires and explosions were observed. Enemy guns did not reply. None of our ships were damaged.

WARSHIPS BOMBARD MATSUWA

Fighters of the 2d Marine Aircraft Wing destroyed an ammunition dump and set fire to trucks and a barge at Babelthuap in the northern Palau Islands on 20 November. One of our planes was lost, but the pilot was rescued.

Fighters of the 2d Marine Aircraft Wing bombed the airstrip at Yap on 20 November.

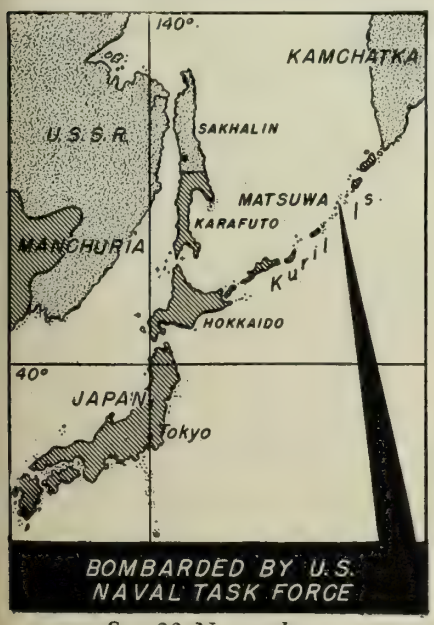
Aircraft of the 7th AAF bombed and strafed shipping and harbor installations at Chichi Jima and Haha Jima in the Bonin Islands on 20 November. One enemy plane was seen over Chichi Jima. Antiaircraft fire was moderate.

Venturas of Fleet Air Wing 2 bombed and strafed the barracks area and power plant on Wake Island on 22 November. A large explosion was observed north of the power plant. Antiaircraft fire was meager and inaccurate.

Search planes of Air Wing 2 and fighters of the 4th Marine Aircraft Wing continued neutralization raids in the Marshall Islands on 21 and 22 November.

ADVANCED HEADQUARTERS ON LEYTE — *Leyte:* Our fighters attacking shipping off the west coast of Leyte destroyed or severely damaged four small freighters, two coastal vessels and 10 barges, many loaded with personnel or supplies. Over 40 other barges beached south of Ormoc were destroyed by strafing. Our light naval craft at night sank two luggers and four troop barges off Ormoc; other enemy small craft were damaged.

Palawan: Our patrol planes sank a 1,000-ton freighter off Puerto Princesa, shooting down one of five interceptors . . . *Borneo:* Our heavy bombers struck shipping at Brunei Bay, damaging two transports of 6,000 and 1,000 tons . . . *Bismarcks-Solomons:* Our light naval units on night patrol battled shore targets on New Ireland.



BOMBARDED BY U.S. NAVAL TASK FORCE

See 23 November.

24 NOVEMBER

ADVANCED HEADQUARTERS ON LEYTE — *Leyte:* Light naval units operating in the Camotes Islands and off the west coast of Leyte sank a small freighter, two luggers and three barges loaded with enemy troops, ammunition and fuel.

Borneo: Patrol planes sank a lugger east of Balikpapan . . . *Menado:* Air patrols along the north and west coasts sank a small freighter and coastal vessel and damaged nine barges . . . *Kendari:* Fighters damaged two barges to the south . . . *Makassar:* Our fighters sweeping the area destroyed a float plane, sank five small freighters and probably sank a 6,000-ton vessel and barge . . . *Halmahera:* Light naval units shelled shore targets and destroyed a beached barge . . . *Flores Island:* Patrol planes damaged a barge . . . *Timor:* Our medium units sank or damaged three luggers and two barges.

LONDON, *Admiralty communique*—During a recent patrol off the Norwegian coast one of His Majesty's submarines attacked an enemy convoy composed of three supply ships which was proceeding under the escort of three armed vessels. Hits were obtained with torpedoes on a large supply ship and another of medium size. One of the ships blew up and sank. Another was set afire and is believed to have sunk soon afterward.

WASHINGTON, *20th AAF communique*—A large task force of B-29 aircraft today attacked strategic industrial targets in Tokyo from bases on Saipan Island.

25 NOVEMBER

Navy Department Communique No. 556

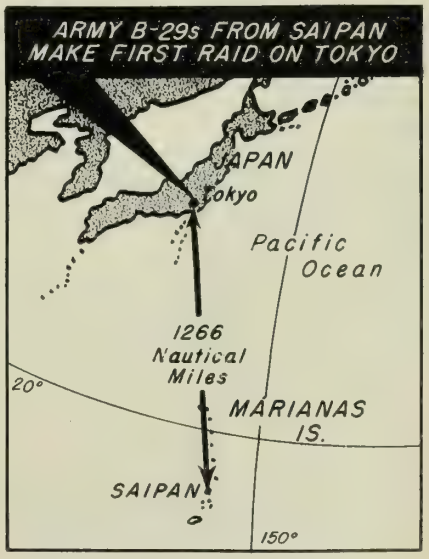
PACIFIC AND FAR EAST

United States submarines have reported the sinking of 27 vessels including two combatant vessels, as a result of operations against the enemy in these waters, as follows:

One destroyer, one converted gunboat, one large transport, one large tanker, one large cargo transport, two medium tankers, two medium cargo transports, 11 medium cargo vessels, one small tanker, six small cargo vessels.

These actions have not been announced in any previous Navy Department communique.

A Netherlands submarine, while operating under United States control, has sunk 4,500 tons of enemy shipping in Netherlands East Indian waters. This submarine was built in England.



ARMY B-29s FROM SAIPAN MAKE FIRST RAID ON TOKYO

See 24 November.

U. S. Pacific Fleet Communique No. 189

7th AAF planes bombed shipping and dock installations at Chichi Jima and Haha Jima in the Bonins on 22 November. Hits were scored on docking facilities on Haha Jima. On 24 November Chichi Jima was again struck by 7th AAF planes.

On 22 November Corsairs of the 2d Aircraft Wing destroyed a number of barges and struck at installations in the northern Palaus. The airfield at Yap was hit on the same date by Marine Corsairs.

Three barges were sunk and fires were started in enemy-held bases in the northern Palaus which were attacked by 2d Marine Aircraft Wing fighters on 24 November. On the same date 7th AAF planes bombed Arakabesan, leaving large fires.

Installations on Marcus Island were bombed by 7th AAF Liberators on 24 November.

2d Marine Aircraft Wing Corsairs encountered moderate antiaircraft fire in attacks on Yap airfield on 21 November. On the same date Marine night fighters hit enemy-held bases in the northern Palaus and 7th AAF bombers pounded Arakabesan and Yap.

Thunderbolts of the 7th AAF attacked the airfield of Pagan in the Marianas on 21 November. A Japanese reconnaissance plane was shot down by an Army fighter over Saipan on 24 November.

Ponape in the Carolines was bombed on 21 and 24 November by fighters of the 4th Marine Aircraft Wing. Targets were hit in the area of the airfield, the seaplane ramp and fuel dump.

Planes of the 4th Marine Aircraft Wing on 21 and 23 November carried out neutralization raids on the Marshalls.

ADVANCED HEADQUARTERS ON LEYTE — *Leyte:* Our fighters at dusk caught an enemy convoy of four transports off the north tip of Cebu, heading for Leyte, heavily loaded with troops and supplies. In mast-high strafing attacks our planes sank three of the vessels and left the fourth blazing. All cargo and an estimated 2,000 enemy troops were lost.

This is the fourth enemy reinforcement convoy that has been caught and destroyed by our land and carrier-based aircraft. A total of 16 enemy transports, aggregating 65,000 tons, have been sunk, with 17,000 troops aboard, together with 14 escorting warships.

Borneo: Our air patrols sank a destroyer in Balabac Strait and damaged a 7,500-ton freighter-transport in Brunei Bay. . . *Celebes:* Our fighters sank a 6,000-ton freighter-transport and a gunboat, and nine freighters of 300 to 2,000 tons were damaged in the harbor. . . *Bismarcks-Solomons:* Light naval units continued night operations along the coast.

CHUNGKING, *USAAF communique*—On the night of 24 November, B-24s of the 14th AAF bombed the Hankow waterfront area and installations in Samah Bay on Hainan Island.

26 NOVEMBER

U. S. Pacific Fleet Communique No. 190

CARRIER PLANES RAID LUZON

Carrier-based planes of the 3d Fleet on 24 November attacked shipping and airfields in and around Luzon in the Philippines. Incomplete preliminary reports indicate the following damage done to enemy forces:

Sunk—one heavy cruiser of the *Kumano* class, previously reported damaged, near Santa Cruz (Communique No. 187); one destroyer; four ships tentatively identified as small, fast transports, at Marinduque; nine cargo ships; one small oiler; two luggers.

Damaged—four cargo ships; one oiler.

Our planes shot 29 enemy aircraft out of the air and ships' antiaircraft fire accounted for eight more, and an additional 35 were destroyed on the ground. Near Nichols Field seven tank cars were strafed and burned.

A strafing attack was made on a convoy of 150 trucks south of Manila.

Radio installations on Chichi Jima were bombed by Navy search planes on 24 November. Despite moderate antiaircraft fire a hit was scored and a large fire started. Other targets on Haha Jima and Muko Jima in the Bonins were also bombed by Navy search planes on the same date.

Mitchells of the 2d Marine Aircraft Wing attacked harbors and shipping in the Bonins on the night of 24 November. Hits were scored on a ship at Chichi Jima.

Corsairs of the 2d Marine Aircraft Wing bombed installations on Rota, in the Marianas, on 24 November.

Neutralizing raids on Japanese-held atolls in the Marshalls were continued on 24 November by Corsairs of the 4th Marine Aircraft Wing and Search Venturas of Fleet Air Wing 2.

ADVANCED HEADQUARTERS ON LEYTE — *Mindanao:* Fighter patrols sweeping Davao Gulf destroyed one enemy barge and probably another. . . *Borneo:* Patrol planes bombed a small enemy freighter off Kudat on the north coast and destroyed or seriously damaged five coastal vessels at Darvel Bay. . . *Leyte:* Our fighters in mast-height bombing and strafing attacks, sank three enemy transport-cargo vessels off the north tip of Cebu.

27 NOVEMBER

U. S. Pacific Fleet Communique No. 191

Revised estimates of damage done by carrier-based aircraft of the 3d Fleet in strikes on enemy shipping around Luzon in the Philippines on 24 November are as follows:

(This is primarily a revision as to types rather than an appreciable increase in the number of ships sunk. The number of ships damaged is increased.)

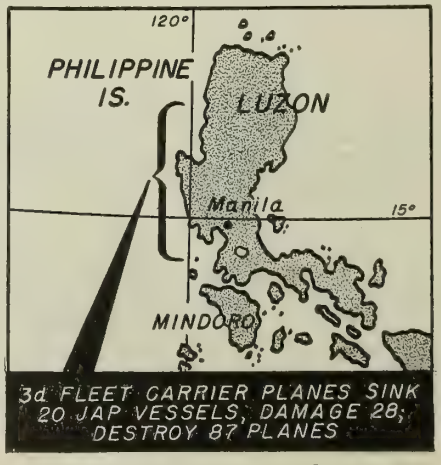
Sunk: One heavy cruiser at Santa Cruz on the west coast of Luzon (Communique No. 190); one destroyer at Santa Cruz; two old destroyers at Marinduque Island; three medium landing ships 10 miles west of Santa Cruz; one destroyer escort 10 miles west of Santa Cruz; one cargo ship north of San Fernando; one small cargo ship off Subic Bay; four oilers near Lubang Islands; four small coastal cargo ships at Banton Island; two luggers west of Bataan.

Damaged: Two cargo ships, hit in previous raids, near San Fernando, torpedoed, beached and wrecked; one cargo ship, previously damaged, bombed and set ablaze 30 miles south of San Fernando; three landing craft beached near Santa Cruz; two medium cargo ships bombed and believed sunk off Hermana Mayor Island; one small oiler bombed and wrecked on beach near Del Monte, northwest Mindoro; two destroyers or small transports bombed at Marinduque; one oiler, three large cargo ships, two medium cargo ships, one small coastal cargo ship and one small cargo ship hit in Manila Harbor; three luggers hit near the south shore entrance to Manila Bay; six luggers hit off west coast of Bataan.

A total of 58 enemy planes were shot down by our fighters and ships' antiaircraft fire and 29 more were destroyed on the ground, with probable damage to an additional 32 on the ground.

Six enemy fighters were shot down by our fighter planes over Saipan and Pagan in the Marianas on 26 November and seven more were destroyed by antiaircraft fire.

Liberators of the 7th AAF on 24 November bombed shore installations at Chichi Jima in the Bonins and Iwo Jima in the Volcanoes. An enemy radio station was hit at Chichi Jima and bombs were dropped on installations at an airfield on Iwo Jima.



See 26, 27 November.

Mitchell bombers of the 2d Marine Aircraft Wing struck harbor installations and shipping at Chichi Jima on 25 November.

Fighters of the 2d Marine Aircraft Wing on 24 November strafed and set afire an ammunition dump, power installations and a lumber mill and struck other targets on Babelthuap in the Palaus. Enemy-held bases throughout the northern Palaus were attacked by Marine Hellcat fighters. On the same date Marine Avengers and Corsairs bombed the airstrips on Yap.

Fighters of the 2d Marine Aircraft Wing scored a direct hit on radio installations on Rota in the Marianas on 25 November.

On 25 November planes of the 4th Marine Aircraft Wing continued attacks neutralizing enemy-held islands in the Marshalls.

ADVANCED HEADQUARTERS ON LEYTE — *Visayas:* Our air patrols over the Visayas scored near-misses on a 6,000-ton freighter-transport and damaged two small freighters. West of Palawan another small freighter was probably sunk and the covering float plane destroyed. . . *Borneo:* Our reconnaissance units attacked and probably sank a small freighter and three coastal vessels off the northeast coast. . . *Moluccas:* Our medium units destroyed a beached 6-ton freighter-transport in the Talaud Islands. Our light naval units on patrol destroyed an enemy barge off the north coast of Halmahera. . . *Bismarcks-Solomons:* Our light naval patrols at night strafed and attacked with mortars enemy shore installation on New Ireland and Bougainville.

CHUNGKING, *14th USAAF communique*—Two Japanese light cruisers were damaged, one of them by two direct hits, when a single B-24 attacked an enemy naval convoy in the South China Sea northeast of Tourane during the night of 25 November. Another B-24 sank an enemy submarine chaser 50 miles northeast of Tourane.

28 NOVEMBER

NAVAL UNITS BOMBARD ORMOC

ADVANCED HEADQUARTERS ON LEYTE— *Leyte:* Our naval units operating in the Camotes Sea bombarded enemy positions at Ormoc. . . *Mindanao:* Reconnaissance units sank a 1000-ton freighter, destroyed a coastal vessel and damaged another. . . *Borneo:* Patrol planes bombed shipping off the north coast and damaged a vessel near Miri.

CAIRO, *Middle East Air Force communique*—Bombers operating from Mediterranean bases attacked port installations at Nandracchio harbor, Rhodes, yesterday.

CHUNGKING, *14th USAAF communique*—B-24s on 24 November sank two freighters in the Fort Bayard area of Liuchow Peninsula and bombed the Kowloon docks at Hong Kong.

Further details from missions against Japanese shipping on the Yangtze River at Anking on 25 November reveal that in addition to a freighter sunk and two left sinking, as previously reported, three naval vessels were sunk.

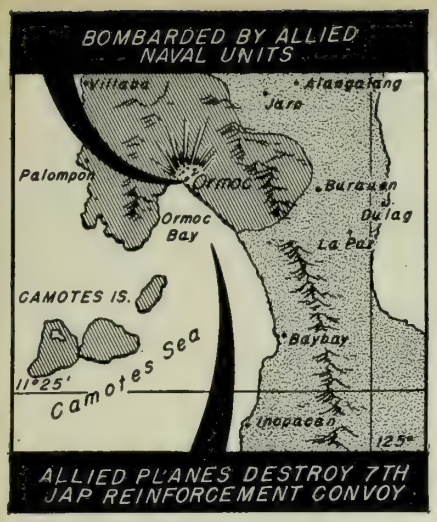
29 NOVEMBER

U. S. Pacific Fleet Communique No. 192

Liberators of the 7th AAF, escorted by Lightning fighters, dropped 112 tons of bombs on two airstrips on Iwo Jima in the Volcano Islands on 26 November. Our fighters shot down two of five to seven intercepting enemy planes. On 27 November Liberators dropped another 53 tons on one of the airstrips at Iwo Jima, causing fires and explosions. One enemy fighter was seen. Moderate antiaircraft fire was encountered, causing damage to one Liberator. On the night of 27 November a single Army Liberator attacked objectives on Iwo Jima.

Mitchells of the 2d Marine Aircraft Wing attacked shore installations at Haha Jima in the Bonin Islands on 26 November.

Corsairs of the 2d Marine Aircraft Wing and 7th AAF Liberators bombed enemy-held bases in the Palau group on 25 November. Buildings were set afire on Babelthuap and fires were started on Arakabesan. Marine Corsairs bombed the airstrip on Yap on the same date. Hellcats of the 2d Marine Aircraft Wing attacked Palau Island on the night of 25 November.



See 28, 30 November.

Thunderbolts of the 7th AAF bombed and strafed the airfield on Pagan Island in the Marianas on 25 and 26 November. Two enemy planes were shot down over Pagan on 26 November. On 27 November Marine Corsairs again struck the airstrip.

The 2d Marine Aircraft Wing bombed the airstrip and radio station on Rota on 26 November.

The 7th AAF hit installations on Marcus Island on 27 November. One Liberator was damaged by antiaircraft fire.

Corsairs of the 4th Marine Aircraft Wing and Venturas of Fleet Air Wing 2 bombed fuel storage tanks and a power plant on Nauru on 27 November. A large fire was started and an explosion was observed. Intense antiaircraft fire was encountered.

Fleet Air Wing 2 also hit enemy-held bases in the Marshalls on 25 November and the 4th Marine Aircraft Wing continued neutralization raids in the Marshalls on 26 and 27 November.

ADVANCED HEADQUARTERS ON LEYTE—*Leyte:* The enemy continues his desperate efforts to reinforce and supply his troops at Ormoc. In a two-day and night battle our fighters destroyed three large cargo transports, ranging from 8,000 to 3,500 tons, four troop transports of from 2,000 to 1,000 tons, three troop transports of 750 tons and three escorting destroyers. Enemy planes unsuccessfully attempted to cover, seven being shot down.

The seven troop transports and one of the cargo transports were sunk well out at sea, and their troops estimated at 4,000 were lost. Two of the cargo vessels made port and partially unloaded before being destroyed. It is probable another reinforcing division was being brought in, as prisoners of war captured on the front stated they had been told a second Japanese infantry division was expected.

This is the sixth convoy destroyed and brings the enemy's losses at sea in attempts at reinforcements, to 21,000 men, 26 transports of an aggregate tonnage of 92,750 tons and 17 escort vessels.

Visayas: Our patrol planes damaged a 1,000-ton freighter off northern Cebu, another small freighter and a landing craft in Sibuyan Sea and a lugger in the Camotes Sea. . . *Mindanao:* Fighters yesterday sank a 1,000-ton freighter and set fire three others. . . *Lesser Sundas:* Our medium units, ranging over the Flores and Alor Islands, destroyed two coastal vessels, seven barges and damaged two others.

MOSCOW, *communique*—The fleet air arm of the Red Banner Baltic Fleet sank two German supply ships totaling 9,000 tons in the port of Lipaja. In the Irbeni Straits our airmen sank two enemy patrol cutters.

30 NOVEMBER

U. S. Pacific Fleet Communique No. 193

Between 20 October and 26 November 81st Army division units killed 1,300 Japanese and captured 142 prisoners on the island of Peleliu in the Palaus. Main points of resistance offered by these remnants of the enemy garrison were the caves on the island. Our forces lost 92 killed, 622 wounded and five missing.

Bombers and fighters of the 2d Marine Aircraft Wing attacked enemy-held bases in the Palaus on 27 November, setting fire to buildings on Babelthuap and sinking one barge.

Venturas of Fleet Air Wing 2 bombed and strafed installations on Wake Island on 28 November. One plane was damaged by antiaircraft fire but returned safely. Installations on Haha Jima in the Bonins were hit by a Mitchell of the 2d Marine Aircraft Wing on 28 November.

Before dawn on 28 November a small force of Japanese bombers attacked Saipan and Tinian in the Marianas. A few bombs were dropped causing no damage. One enemy plane was destroyed and another probably destroyed.

Fighters of the 2d Marine Aircraft Wing bombed installations on Rota in the Marianas on 28 November. On the same date 7th AAF and Marine fighters bombed and strafed the airstrip on Pagan. One Japanese plane was destroyed on the ground.

Planes of the 4th Marine Aircraft Wing and Fleet Air Wing 2 made bombing and strafing attacks on Ponape in the Carolines on 28 November, encountering moderate antiaircraft fire.

Neutralizing attacks were continued on 28 November on Japanese-held bases in the Marshalls by planes of the 4th Marine Aircraft Wing and Fleet Air Wing 2.

ADVANCED HEADQUARTERS ON LEYTE — *Leyte:* Our planes have destroyed another convoy bound for Ormoc. A 9,000-ton troop transport and three small freighter - transports were sunk and a 5,000 - ton freighter and a destroyer were set afire without being able to unload. All except one of the small freighters were struck by our fighters in divebombing attacks at masthead height. The small freighter was sunk by one of our night patrols.

ANOTHER JAP CONVOY DESTROYED

Part of this convoy was caught off Masbate, part off Cebu and the small freighter off Mindoro. Loss of enemy life is estimated at 5,000. This is the seventh convoy destroyed and brings the enemy's losses at sea in attempts at reinforcement of Leyte to 26,000 men and 29 transports of an aggregate tonnage of 103,750 tons, in addition to 18 escort vessels.

Our naval units which bombarded Ormoc on 27 November discovered and sank an enemy submarine near the harbor.

Borneo: Medium units sank a small freighter and a barge off the northeast coast. Night patrol planes scored hits on a large enemy vessel west of Miri . . . *Halmahera:* Air and naval patrols attacked Niti Island and nearby targets on the mainland.

WASHINGTON, *20th AAF communique*—Industrial targets in Tokyo were bombed Wednesday by B-29 aircraft of the 21st Bomber Command in the first night mission flown by the Saipan-based Superfortresses.

1 DECEMBER

U. S. Pacific Fleet Communique No. 194

Fires were started on two airstrips on wo Jima in the Volcanoes by bombs dropped from a force of 7th AAF Liberators on 28 November.

On the following day the same targets were again bombed by 7th AAF aircraft. Our bombers were intercepted by three to four Japanese aircraft, of which one was destroyed and another probably destroyed. Five of our airplanes suffered minor damage but all returned safely.

On the same date Mitchells of the 2d Marine Aircraft Wing and Army bombers struck at other targets in the Bonins and Volcanoes.

Army bombers and 2d Marine Aircraft Wing fighters attacked Japanese bases in the Palaus on 28 November. Hits were scored on a radio station on Arakabesan.

A supply dump was set afire by fighters of the 2d Marine Aircraft Wing in an attack on Babelthuap in the Palaus on 29 November. A torpedo dump on the airstrip on Yap was also hit.

Gun positions on Rota in the Marianas were bombed on 29 November by fighters of the 2d Marine Aircraft Wing.

ADVANCED HEADQUARTERS ON LEYTE—*Leyte:* Our fighters bombed enemy supply dumps and communications routes on Ormoc Bay and attacked a barge center in the Camotes Islands . . . *Borneo:* Night air patrols severely damaged a small enemy vessel in Brunei Bay. . . *Lesser Sundas:* Patrol planes ranging over the Flores Sea destroyed or damaged two coastal vessels and four barges.

LONDON, *Admiralty communique*—Carrier-borne aircraft of the Royal Navy, operating in weather conditions of extreme severity, have carried out further successful strikes against enemy shipping off the coast of Norway and against installations on the mainland.

ROYAL NAVY PLANES HIT SHIPPING

The force on 27 November sighted an enemy convoy of a laden troop transport, two supply ships proceeding southward under an escort of an armed trawler between Mosjoen and Royrvik, central Norway. A force of Barracuda, Firefly and Seafire aircraft attacked with bombs and cannon fire. Three hits with bombs were obtained on the transport, which was last seen burning fiercely and in a sinking condition. A supply ship of medium size, a small supply ship and the armed trawler were set on fire and driven ashore. It is considered that these three vessels were destroyed.

A large supply ship encountered to the northwest of Namsos was raked with gunfire and left listing and in flames. A naval auxiliary vessel and two armed trawlers which attempted to protect the supply ship were also attacked and set on fire. Other targets attacked included a medium-sized supply ship, a small supply ship and an armed escort vessel. All of these ships were damaged and left in flames.

In addition, oil tanks on the mainland were shot up. Neither casualties nor damage was sustained by His Majesty's ships or by aircraft which took part in these operations.

MOSCOW—*communique*—Our airmen attacked and sank off the coast of north Norway a German supply ship of 5,000 tons.

2 DECEMBER

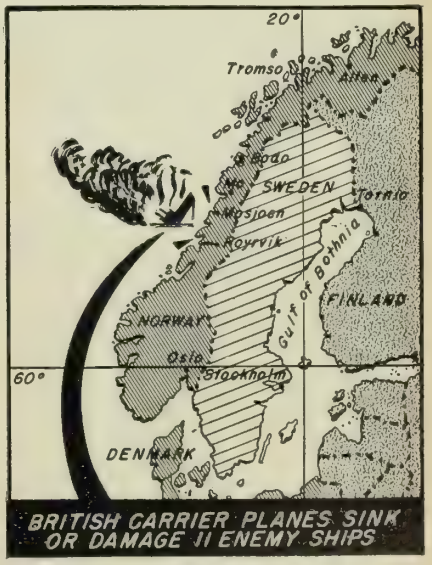
U. S. Pacific Fleet Communique No. 195

Liberators of the 11th AAF bombed installations on Paramushiru in the northern Kurils on 29 November. There was no enemy resistance.

Liberators of the 7th AAF dropped 57½ tons of bombs on the airstrip and other installations at Iwo Jima in the Volcano Islands on 30 November. Five enemy fighters offered slight resistance. Some of our planes were damaged by antiaircraft fire.

Corsairs of the 2d Marine Aircraft Wing bombed the airstrip and set fire to ammunition dumps on Babelthuap in the Palau group on 30 November.

The 2d Marine Aircraft Wing bombed and strafed the airstrip on Pagan and the barracks area on Rota in the Marianas on 30 November.



See 1 December.

A Catalina of Fleet Air Wing 2 bombed defense installations on Wake Island on 29 November, meeting meager antiaircraft fire.

Neutralizing raids on enemy bases in the Marshalls were continued by aircraft of Fleet Air Wing 2 and the 4th Marine Aircraft Wing on 29 and 30 November.

ADVANCED HEADQUARTERS ON LEYTE—*Luzon:* Night patrol planes damaged a tanker off Palawan and a small freighter at Cebu. . . . *Halmahera:* Our fighter-bombers and light naval units attacked Miti. . . . *Lesser Sundas:* Patrol planes destroyed a coastal vessel at Flores Island.

CHUNGKING, *14th USAAF communique*—The night of 1 December B-24s bombed installations in Samah Bay on Hainan Island, Fort Bayard on Luichow Peninsula and the Kowloon docks at Hong Kong.

3 DECEMBER

ADVANCED HEADQUARTERS ON LEYTE—*Leyte:* Light naval units patrolling the Samar Sea damaged a 4,000-ton vessel off northern Masbate, shot down one enemy plane and damaged another. . . . *Borneo:* Patrol planes off the north coast sank two freighters of 1,000 tons each and probably sank another. Heavy bombers based in Australia attacked an enemy convoy, scoring direct hits on a 3,000-ton freighter which sank within a minute. . . . *Ambon:* Patrol planes damaged nine schooners in the harbor.

MOSCOW, *communique*—Ships of the Red Banner Baltic Fleet, operating in the southern part of the Baltic Sea, sank a German supply ship.

4 DECEMBER

Navy Department Communique No. 557

PACIFIC AND FAR EAST

1. United States submarines have reported the sinking of 20 vessels, including two combatant vessels—a light cruiser and a destroyer—as a result of operations against the enemy in these waters as follows: One light cruiser, one destroyer, 10 medium cargo vessels, one medium tanker, four medium cargo transports, three small cargo vessels.

U.S. SUBS SINK 20 VESSELS

2. These actions have not been announced in any previous Navy Department communique.

U. S. Pacific Fleet Communique No. 196

7th AAF bombers struck at airstrips on Iwo Jima in the Volcanoes on 1 December. On the following day Navy search planes of Fleet Air Wing 1 joined with 7th AAF bombers to attack installations on Haha Jima and Iwo Jima. On the same date a force of Army Liberators bombed the airstrip on Iwo Jima. Light fighter opposition was encountered but we suffered no losses.

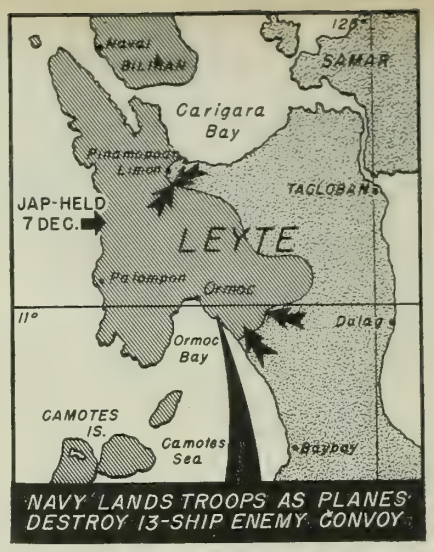
Attacking through intense antiaircraft fire, fighters of the 2d Marine Aircraft Wing hit and destroyed an ammunition dump on Babelthuap in the Palaus on 1 December. One Corsair plane was destroyed, but the pilot was rescued.

On 2 December bivouac and storage areas were bombed by Marine aircraft in the Palaus and buildings were destroyed on Babelthuap. The airstrip on Yap was bombed by Marine fighters on the same day. 2d Marine Aircraft Wing fighters bombed installations on Rota in the Marianas and hit the airstrip on Pagan on 2 December.

Strafing and bombing attacks were made by Venturas of Fleet Air Wing 2 on Wake Island on 1 December. The enemy sent up moderate antiaircraft fire.

ADVANCED HEADQUARTERS ON LEYTE—Our naval units in the night off the west coast entered Ormoc Bay and, despite air attacks and shore fire, engaged three enemy vessels, believed to be destroyers, entering the harbor, sinking one and damaging a second. One of our destroyers was sunk by what was probably a floating mine. The majority of the crew was rescued. . . . *Visayas:* Patrol planes sank a tanker and a coastal vessel off Mindoro and damaged installations in the Camotes Islands. . . . *Borneo:* Heavy units on night reconnaissance flights off the north coast sank two 1,000-ton freighters and damaged three other vessels. . . . *Halmahera:* Air and naval patrols sweeping the coastlines set afire warehouses and attacked minor targets.

DESTROYER RAID OFF ORMOC



NAVY LANDS TROOPS AS PLANES DESTROY 13-SHIP ENEMY CONVOY

See 7 December.

CHUNGKING, *14th USAAF communique*—A B-24 sank a large freighter in the South China Sea 90 miles east of Hong Kong on the night of 3 December.

5 DECEMBER

Navy Department Communique No. 558

PACIFIC AREA

1. The following vessels of the Central Pacific Force have been lost as a result of enemy action: YMS-19, YMS-385 and LCI(G)-459.

2. In addition to the above losses, the *Mount Hood*, ammunition ship, accidentally blew up and was lost at an advanced base in the central Pacific.

3. The PT-363 was lost as the result of enemy action in the Philippine area.

4. The next of kin of all casualties have been informed.

ADVANCED HEADQUARTERS ON LEYTE—Our fighters sank a small freighter in Ormoc Bay. Naval units bombarded shore targets and intercepted and sank a southbound freighter near Masbate. . . . *Visayas:* Patrol planes sank three small freighters in the Sibuyan Sea. . . . *Borneo:* Patrol planes sank a 3,000-ton tanker off the north coast and a small freighter at Brunei Bay, damaged another at Kudat and strafed barges near Darvel Bay. . . . *Lesser Sundas:* Reconnaissance planes ranged over Flores and Alor Islands, damaging a coastal vessel and destroying a barge.

ROME, *naval communique*—It is reported from the Aegean that after dark yesterday evening, 4 December, concentrations of shipping in the main port of Rhodes were heavily bombarded by ships with the object of preventing the enemy from using these vessels for making sorties to neighboring islands in search of supplies. Ships engaged were the cruiser *Aurora* and the destroyers *Musketeer*, *Marne* and *Meteor*.

6 DECEMBER

U. S. Pacific Fleet Communique No. 197

Fighters of the 2d Marine Aircraft Wing destroyed a building on Babelthuap in the Palaus on 4 December.

Gun positions on Rota in the Marianas were bombed by Marine fighters on 3 December. On the following day Marine fighters and bombers struck at the defense installations on the airstrip on Rota. Supply areas on Pagan in the Marianas were attacked by 7th AAF fighters and the airstrip was bombed by Marine fighters on 4 December.

An enemy bomber was shot down by fighters over Saipan on 4 December. No bombs were dropped. On 3 December a single Army Liberator bombed one of the airstrips on Iwo Jima in the Volcanoes. 7th AAF bombers attacked installations on Marcus Island airstrip on the same date.

Bombers and fighters of the 4th Marine Aircraft Wing bombed defenses on Ponape Island in the Carolinas on 3 December. One of our fighters was lost but the pilot was rescued.

Neutralization of enemy-held bases in the Marshalls was continued by aircraft of Fleet Air Wing 2 and the 4th Marine Aircraft Wing on 3-4 December.

ADVANCED HEADQUARTERS ON LEYTE—The enemy's line of reinforcement by water through Ormoc Bay has now been cut by our naval and air forces. . . . *Luzon:* Patrol planes destroyed a 1,000-ton freighter and damaged two others off Bondoc Peninsula. . . . *Visayas:* Night air patrols sank a 1,000-ton freighter off Bohol Island. . . . *Mindanao:* Patrol planes sank a coastal vessel and a fuel barge at Sarangani Bay. . . . *Borneo:* Heavy reconnaissance units attacked Papahag, an enemy seaplane base in the Tawi Tawi Islands. . . . *Lesser Sundas:* Air patrols destroyed a 1,000-ton freighter off the north coast of Flores.

ROME, *naval and air communique*—Ships of the Royal Navy and aircraft of the Balkan Air Force jointly attacked the island of Lussino in the northern Adriatic on the morning of 3 December. The British destroyer *Lamerton* with an LCT opened up a heavy bombardment from the eastern end of the island. The destroyer *Wilton* closed in at short range. At the same time the destroyers *Brocklesby* and *Quantock*, with two MTBs, approached from the west and carried out another prolonged bombardment at close range.

MTBs entered the harbor under enemy fire and destroyed three explosive motor craft, one of which was under way preparing to leave. A fourth boat probably was put out of action. All enemy targets were severely damaged.

CHUNGKING, *14th USAAF communique*—B-24s sank a large Japanese freighter east of Shanghai on 4 December. On the same day P-51s struck a heavy concentration of enemy shipping on the Yangtze River at Pengseh. They destroyed one freighter, left two large freighters sinking and damaged eight others.

One Japanese freighter was probably sunk and another was damaged by B-24s operating 120 miles west of the southern tip of Formosa on 4 December. Two enemy freighters were damaged in Amoy harbor and three fighters were damaged at Amoy airfield.

On the night of 5 December B-24s bombed the Kowloon docks at Hong Kong, installations at Fort Bayard on the Luichow Peninsula and Samah Bay on Hainan Island.

LONDON, *Air Ministry communique*—Yesterday afternoon aircraft of the RAF Coastal Command made successful attacks on enemy shipping off Norway. Mosquitoes set on fire four medium-sized merchant ships and two small vessels lying stationary off the Norwegian coast, and Beaufighters set on fire a medium-sized vessel in Orsten Fjord.

7 DECEMBER

U. S. Pacific Fleet Communique No. 198

About 10 enemy twin-engined Betty bombers attacked installations on Saipan in the Marianas in the early morning of 6 December. A few bombs were dropped on the island and strafing attacks were made.

One Army Superfortress bomber was destroyed and two others were damaged. Casualties to personnel were one killed, one seriously wounded and a number of others slightly wounded.

Island and ship antiaircraft guns shot down six of the attacking Japanese aircraft.

Enemy-held islands in the Marshalls were bombed by airplanes of the 4th Marine Aircraft Wing on 5 December as neutralization of those bases was continued.

ADVANCED HEADQUARTERS ON LEYTE—The 77th Division of the 24th Corps has landed in Ormoc harbor in the enemy's rear. In an amphibious operation, with air and naval support, the troops went ashore three miles south of Ormoc and are rapidly advancing northward.

WE LAND BEHIND JAPS, DESTROY CONVOY

Immediately after our own landing an enemy convoy of 13 vessels, consisting of four large transports of from 7,000 to 8,500 tons each, two freighter transports of 2,500 tons each and seven destroyers and destroyer escorts, were discovered approaching from

the north with strong air cover. Our air forces immediately attacked, and our own convoy in turn was set upon by the enemy's aircraft. A desperate melee resulted, in which all 13 vessels in the enemy's convoy were sunk without unloading. The transports were heavily packed with troops and 4,000 were estimated as lost.

We had one destroyer and one small transport hard hit by aerial torpedoes and, after transferring the crews, abandoned the ships and sank them.

Our fighters shot down 52 enemy planes and naval antiaircraft fire destroyed 10. We lost five planes but rescued the pilots. At the close of the day our air force spotted and sank six small craft loaded with troops along the northwest coast of Leyte. *Luzon:* Patrol planes set afire a 1,000-ton freighter in Subic Bay. . . . *Visayas:* Air patrols exploded a 5,000-ton freighter and set afire another 1,000 tons and two coastal vessels. . . . *Mindanao:* Reconnaissance units sank a 2,000-ton cargo vessel off Davao and two small freighters in the Talaud Islands to the south. One of our convoys off the coast of Mindanao was attacked by enemy dive-bombers which sank one of our medium-sized cargo ships. The crew and passengers were rescued. . . . *Borneo:* Our medium bombers on patrol sank a 1,000-ton freighter off the northwest coast, damaged another of 2,000 tons off Hog Point.

8 DECEMBER

U. S. Pacific Fleet Communique No. 199

A heavy force of Liberators of the 7th AAF and Fleet Air Wing 1, escorted by Lightning fighters of the 7th AAF struck at Iwo Jima, in the Volcanoes, on 7 December. Surface units of the Pacific Fleet bombarded shore installations on the islands in a coordinated attack on the same date.

SHIPS, PLANES ATTACK IWO JIMA

These operations were carried out in cooperation with a heavy attack by the 21st Bomber Command.

U. S. Pacific Fleet Communique No. 200

The air attack on Iwo Jima reported by communique 199 was conducted by a large force of aircraft, including a sizeable force of B-29s, 108 Liberators and 30 Lightnings. The B-29s encountered no antiaircraft or fighter opposition and none were lost. The Lightnings encountered six Zeros, destroyed five and damaged one.

All the aircraft concerned were under the command of Lt. Gen. Millard F. Harmon, who has recently been signed to command the Strategic Air Force, Pacific Ocean Areas. His force will include the shore-based aircraft of Pacific Ocean Areas normally employed in offensive operations. He is also deputy commander of the 20th AAF.

The naval surface units which bombarded Iwo Jima on 7 December were under the command of Rear Admiral Allan E. Smith, USN.

Bombers of the 11th AAF scored hits on installations at Suribachi, in Paramushiru, in the Kurils, on 6 December.

Fighters of the 2d Marine Aircraft Wing strafed installations on Babelthuap, in the Palaus, on 5 and 6 December.

Marine Aircraft on the same date bombed the airstrip on Pagan, in the Marianas.

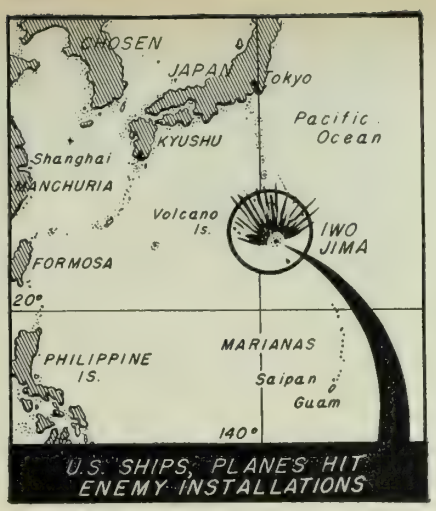
ADVANCED HEADQUARTERS ON LEYTE—*Leyte:* Our light naval units operating in the Camotes Sea intercepted and sank six small enemy vessels and left a seventh burning furiously. . . . *Luzon:* Night air patrols off Bondoc Peninsula sank a 9,000-ton transport and damaged a small freighter. . . . *Visayas:* Reconnaissance planes attacking enemy shipping at Mindoro, Romblon Island, Masbate and Cebu destroyed or severely damaged 13 freighters ranging in size from 300 to 800 tons. . . . *Moluccas:* Air and naval patrols attacked shore installations at night. . . . *Lesser Sundas:* Heavy units bombed Lombok, scoring hits on a jetty and damaging a 1,000-ton freighter and a coastal vessel.

9 DECEMBER

U. S. Pacific Fleet Communique No. 201

Navy search planes of Fleet Air Wing 1 on 7 December bombed air strip installations on Iwo Jima in the Volcanoes from low altitudes encountering intense antiaircraft fire. One of our planes was damaged but returned safely.

Fighters of the 2d Marine Aircraft Wing bombed the airstrip on Pagan and strafed



See 8 December.

and bombed installations on Rota in the Marianas on 7 December.

On 6 December Marine fighters strafed and bombed installations on Babelthuap in the Palaus.

Fliers of the 4th Marine Aircraft Wing and Fleet Air Wing 2 strafed and bombed enemy-held bases in the Marshalls on 7 December.

ADVANCED HEADQUARTERS ON LEYTE—*Luzon:* Night patrol planes damaged a light cruiser at Cavite and a small freighter west of Subic Bay. . . . *Borneo:* Reconnaissance planes at Tarakan damaged two freighters of 1,000 tons each and destroyed an oil-storage tank. . . . *Moluccas:* Air and naval patrols sank a coastal vessel and attacked shore positions.

10 DECEMBER

ADVANCED HEADQUARTERS ON LEYTE—*Luzon:* Patrol planes attacked enemy shipping at Manila and off Bondoc Peninsula, where three small freighters and two barges were damaged by strafing.

CHUNGKING, *14th USAAF communique*—Aircraft in low level bombing and strafing attacks at Hong Kong harbor on 7 December sank a Japanese destroyer and more than 27,000 tons of enemy shipping. During the night of 7 December a B-24 sank a large enemy freighter 40 miles east of Hong Kong. The next morning P-51s came into Hong Kong harbor at deck level in a surprise attack. An enemy transport was sunk. One large freighter was probably sunk and three others damaged. Shortly afterward two P-51s bombed and destroyed a Japanese destroyer.

2 DDs, OTHER SHIPS SUNK AT HONG KONG

LONDON, *Admiralty communique*—Carrier-borne aircraft of the Royal Navy, operating with ships of the Home Fleet have carried out further successful strikes against enemy shipping off the coast of Norway.

11 DECEMBER

U. S. Pacific Fleet Communique No. 202

Liberators of the 7th AAF bombed airstrip installations on Iwo Jima in the Volcanoes on 8 and 9 December.

A Navy search plane of Fleet Air Wing 1 attacked targets on Haha Jima in the Bonins on 8 December.

Corsairs and Avengers of the 2d Marine Aircraft Wing bombed and strafed installations on Babelthuap in the Palaus on 8 December. On the following day Marine fighters again attacked targets on Babelthuap.

Fighters of the 2d Marine Aircraft Wing bombed Pagan airstrip in the Marianas on 8 and 9 December.

Planes of the 4th Marine Aircraft Wing and Fleet Air Wing 2 continued neutralization raids on enemy-held bases in the Marshalls on 9 and 10 December.

ADVANCED HEADQUARTERS ON LEYTE—*Borneo:* A 1,000-ton freighter in the harbor was sunk and another seriously damaged in the Tarakan and Balikpapan area. . . . *Lesser Sundas:* Air patrols damaged a coastal vessel at Timor and another to the northwest.

CHUNGKING, *14th USAAF communique*—During the night of 9 December B-24s sank a large Japanese cargo vessel 120 miles east of Hong Kong.

12 DECEMBER

U. S. Pacific Fleet Communique No. 203

One bomber of the Strategic Air Force attacked the airstrip on Iwo Jima in the Volcanoes on 9 December. On the following day a flight of Army Liberators from the same force made bombing attacks on the same target. Moderate anti-aircraft fire was encountered and two unaggressive enemy fighters were observed in the air. Eight of our planes were damaged by antiaircraft fire but all returned safely.

On 10 December Navy search planes of Fleet Air Wing 1 bombed harbor installations at Chichi Jima in the Bonins. Marine fighters bombed and strafed air installations and other targets on Babelthuap in the Palaus on 10 December. Targets on the air strip on Pagan in the Marianas were bombed by a Navy search plane of Fleet Air Wing 1 and fighters of the 2d Marine Aircraft Wing on 10 December.

ADVANCED HEADQUARTERS ON LEYTE—An enemy convoy off the northwest coast of Leyte with a strong fighter escort was intercepted by our air force. Three transports, one of 10,000 tons, one of 5,000 tons and one of 4,000 tons, and three escorting destroyers were sunk and one destroyer and two medium-sized transports left dead in the water and burning. In addition our light naval units sank a cargo transport of 5,000 tons. Enemy troop losses by drowning are believed to have been heavy. Our own shipping was under attack and we sustained some damage and casualities. Fifty enemy planes were destroyed in combat. We lost eight fighters.

ROME, *Allied communique*—In the early hours of Sunday the U.S. destroyer *Ludlow* and the French patrol vessel *Sabre* met and engaged coastal craft to the south of Antibes. Two enemy vessels were sunk and their survivors captured. On the night of 9-10 December British destroyers carried out a successful bombardment of enemy positions on Rab Island, in the northern Adriatic to the east of Cherso.

MOSCOW, *communique*—Ships of the Red Banner Baltic Fleet sank in the Baltic Sea a German supply ship of 4,000 tons.

13 DECEMBER

ADVANCED HEADQUARTERS ON LEYTE—Three small enemy ships loaded with troops attempted to land in Ormoc Harbor under cover of darkness, apparently unaware that we held the town. They were promptly sunk with all on board by shore fire. . . . *Luzon:* Night patrol planes attacked enemy shipping at Manila and Cavite. . . . *Visayas:* Air patrols at night destroyed a 3,000-ton freighter-transport east of Mindoro. . . . *Borneo:* Patrol planes attacking waterfront installations at Sandakan started fires in the shipyards and scored hits on docks and sank or damaged five coastal vessels.

LONDON, *Air Ministry communique*—Yesterday afternoon Mosquitos of the RAF Coastal Command attacked shipping lying close inshore in the Nord Fjord on the Coast of Norway. One medium-sized merchant vessel and a small coastal vessel were left on fire.

MOSCOW, *communique*—Ships of the Northern Fleet sank two enemy submarines.

14 DECEMBER

U. S. Pacific Fleet Communique No. 204

1. Carrier-based aircraft of the Pacific Fleet on 13 December struck at harbor and airfield installations in and around Luzon in the Philippines. Preliminary and incomplete reports show that 14 Japanese airplanes were shot down and 77 were destroyed on the ground.

2. Bombers of the Strategic Air Force, Pacific Ocean Areas, attacked airstrip facilities on Iwo Jima in the Volcanoes on 10 and 11 December. On 12 December Liberators and Lightnings of the Strategic Air Force again attacked Iwo Jima, encountering intense antiaircraft fire. Three to four unaggressive enemy fighters were airborne but all our planes returned safely.

3. Mitchells of the 2d Marine Aircraft Wing on 10 December struck at shipping around Haha Jima in the Bonins.

4. Bombers of the Strategic Air Force attacked the airfield on Marcus Island on 11 December.

5. Enemy installations on Pagan and Rota in the Marianas were bombed by

fighters of the 2d Marine Aircraft Wing on 12 December.

6. Marine fighters strafed supply areas and barges on Babelthuap in the Palaus and bombed an airfield on Yap on 11 December.

7. Navy search planes of Fleet Air Wing 2 encountered moderate antiaircraft fire in a bombing attack on Wake Island on 12 December.

8. Fighters and divebombers of the 4th Marine Aircraft Wing continued neutralization of enemy bases in the Marshalls on 11 and 12 December.

ADVANCED HEADQUARTERS ON LEYTE—*Luzon:* Patrol planes by day destroyed three 1,000-ton freighters in Verde Passage off the southwest coast. . . . *Borneo:* Patrol planes sank two coastal vessels at Sandakan and bombed the waterfront at Brunei Bay.

MOSCOW, *communique*—A torpedo-carrying plane of the Red Banner Baltic Fleet Air Arm torpedoed an enemy supply ship of 6,000 tons in Danzig Harbor. Another German supply ship was sunk in the open sea by ships of the Baltic Fleet.

15 DECEMBER

U. S. Pacific Fleet Communique No. 205

Aircraft from carriers of the United States Fleet destroyed 133 Japanese airplanes on and over Luzon in strikes against air installations on that island on 13 and 14 December. These planes are in addition to those reported in Communique 204. In addition 90 more enemy aircraft were strafed and bombed on the ground.

Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed installations on the airstrips of Iwo Jima in the Volcanoes on 12 December. This attack is in addition to the attack reported in Communique 204.

On the following day Strategic Air Forces bombers struck at the same target. A single enemy fighter attacked our aircraft and was shot down.

ADVANCED HEADQUARTERS ON LEYTE—Our ground troops by an overwater movement from Leyte, 600 statute miles, have landed on the Island of Mindoro. In an amphibious operation of all services we have seized dominant beaches along the southern coast of this westermost Visayan island.

U.S. FORCES LAND ON MINDORO

The landing, which was effected with little loss, was preceded by local naval and air bombardment and an air neutralization of all enemy Philippine fields which destroyed 250 enemy planes. The landing was a complete surprise and met only minor opposition. The seizure of the island in the rear of Cebu, Negros, Panay and other intervening islands of the Visayan group threatens the supply and reinforcement of enemy troops there and renders them vulnerable.

The operation has driven a corridor from east to west through the Philippine archipelago, which is now definitely cut in two, and will enable us to dominate the sea and air routes which reach the China coast.

16 DECEMBER

U. S. Pacific Fleet Communique No. 206

Carrier-based aircraft of the Pacific Fleet on 13 December struck at enemy shipping and installations in and around Luzon in the Philippines.

The following damage was caused:

One medium oiler sunk at Lingayen, one medium cargo ship exploded and burning off Cape Bolinao, one small cargo ship destroyed west of Iba, three small cargo ships burned at Olongapo, two small cargo ships burning off Calatagan, three small cargo ships burning at San Miguel Bay, one large transport beached and burning at Subic Bay, one medium oiler, beached near Iba, set ablaze, one destroyer or destroyer escort damaged off Vigan, one destroyer and one destroyer escort damaged near Subic Bay, one destroyer in Manila harbor damaged, a large cargo ship and a small cargo ship, a destroyer escort vessel and another escort vessel were attacked in convoy.

Other damage to installations on Luzon included:

Four locomotives and six cars destroyed at San Fernando; buildings, fuel, and ammunition dumps destroyed at Angeles and Clark Fields; 15 railroad cars, a truck convoy and a sugar mill damaged in and near San Fernando.

See 10 December.

In an attack on Luzon on 15 December carrier-based aircraft of the Pacific Fleet destroyed 11 Japanese airplanes and damaged 48 more. The total of enemy aircraft destroyed during 13, 14 and 15 December in the Luzon area is 235 and the total damaged is 138. Meager air resistance was offered by the enemy. An attack was attempted on our surface units on 15 December, but all eight planes in the enemy force were intercepted and shot down. Repeated night attacks were launched from our carriers on 13, 14 and 15 December.

CARRIER PLANES TAKE HEAVY TOLL OF JAP AIRCRAFT

On 14 December Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed airstrip installations on Iwo Jima in the Volcanoes. Enemy antiaircraft fire caused slight damage to some of our planes, but all returned safely. One of four attacking Japanese fighters was shot down.

Fighters of the 2d Marine Aircraft Wing bombed and strafed supply facilities on Babelthuap in the Palaus on 14 December.

Aircraft of Fleet Air Wing 2 and the 4th Marine Aircraft Wing made neutralizing attacks on enemy-held bases in the Marshalls on the same date.

ADVANCED HEADQUARTERS ON LEYTE—*Mindoro:* Our naval units destroyed a crippled enemy destroyer seeking refuge in Pandarochan Bay. . . . *Visayas:* Patrol planes sank a small freighter off Panay and at Palawan damaged a 10,000-ton tanker and a gunboat. . . . *Borneo:* In attacks on scattered shipping four small cargo ships and 11 luggers were sunk or damaged. . . . *Moluccas:* Light naval units shelled shore defenses at night. . . . *Lesser Sundas:* A small freighter, a lugger and four barges were wrecked by our patrol planes.

MOSCOW, *communique*—The Red Banner Baltic Fleet air arm inflicted a blow on 14 December against enemy transport ships in the Port of Libau. As a result of the bombing six German transports aggregating 24,000 tons were sunk and one transport of 5,000 tons was damaged.

17 DECEMBER

ADVANCED HEADQUARTERS ON LEYTE—*Mindoro:* Our patrol planes strafed and set afire a coastal vessel and two small freighters off the north coast. A third freighter was dmaged off the east coast. . . . *Visayas:* Patrol planes damaged and set afire two small freighters off Masbate. . . . *Borneo:* Night patrol planes damaged a 3,000-ton freighter-transport off the northeast coast.

KANDY, Ceylon, *Communique* — Destroyers of the Royal Navy have shelled Japanese positions northeast of Udaung, 12 miles south southeast of Maungdaw.

ROME, *allied communique*—In the early hours of 16 December a patrol of American and light British coastal craft met and engaged four northbound enemy lighters in Sestri Levante, southeast of Genoa. Torpedoes were fired and there were two hits, one lighter being probably sunk and another damaged. Our craft came under fire but suffered no casualties nor damage.

MOSCOW, *communique*—The Air Arm of the Northern Fleet sank a 3,000-ton German transport in the Barents Sea.

18 DECEMBER

Navy Department Communique No. 559

PACIFIC AND FAR EAST

1. United States submarines have reported the sinking of 33 vessels, including 12 combatant vessels—a light cruiser, three destroyers, six escort vessels, a minesweeper and a mine layer—as a result of operations against the enemy in these waters as follows:

One light cruiser, three destroyers, six escort vessels, one minesweeper, one minelayer, one large tanker, one medium tanker, 14 medium cargo vessels, two medium cargo transports, three small cargo vessels.

2. These actions have not been announced in any previous Navy Department communique.

ADVANCED HEADQUARTERS ON LEYTE—Naval units report the destruction of a further 25 planes with 11 probables. In the last seven days 742 enemy planes have been destroyed or seriously damaged in the air neutralization of the Philippines by our air forces and the fast carriers of the 3d Fleet. . . . *Mindanao:* Patrol planes sank a lugger and damaged three small merchantmen. . . . *Borneo:* Heavy reconnaissance planes covering coastal sectors sank a small freighter and damaged five others.

ROME, *communique*—On the night of 15-16 December His Majesty's destroyer *Marne* intercepted an enemy assault craft and caique near the island of Symi, north of Rhodes. A number of prisoners were taken. On the night of 16-17 December, near Mesco Point northwest of La Spezia, Anglo-American light naval forces attacked an enemy convoy. Three lighters were destroyed.

19 DECEMBER

Navy Department Communique No. 560

PACIFIC AREA

1. The USS *Mississinewa*, an auxiliary oiler, was recently lost in the central Pacific as a result of enemy action.

2. Next of kin of all casualties have been notified.

U. S. Pacific Fleet Communique No. 208

Further reports on carrier-based strikes against shipping in and around Luzon on 13, 14 and 15 December reveal the following additional damage to the enemy:

Sunk: One large oiler, one mine layer, seven small craft, five small vessels.

Damaged: One large transport, one medium oiler, one small oiler, one coastal defense vessel.

U.S. FORCES LAND IN WESTERN PHILLIPINES AS CARRIER PLANES NEUTRALIZE JAP AIR FIELDS

See 15, 16 December.

Revised information shows that cargo ships sunk were nine, cargo vessels damaged were nine, and small cargo vessels damaged were 17. These totals were previously reported as 10 cargo ships sunk, 10 cargo vessels damaged and 25 small vessels damaged. (Communique 207).

Our forces lost 27 planes in combat in the three-day action.

On 17 December Marine torpedo planes bombed defense installations on Rota in the Marianas.

On the same day Navy search aircraft bombed airstrips on Truk in the Carolines, encountering moderate antiaircraft fire. Four enemy fighters attacked our planes, but all returned safely.

Marine aircraft bombed and strafed targets on Babelthuap in the Palaus on 17 December, setting two aircraft ablaze and destroying a barge, a motor launch and four trucks.

ADVANCED HEADQUARTERS ON LEYTE—*Visayas:* Light naval units at night sank three enemy barges off Cebu.

20 DECEMBER

U. S. Pacific Fleet Communique No. 209

On 17 December Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed airstrip installations on Iwo Jima in the Volcanos, starting fires. On the following day Liberators of the same force returned to the attack, dropping more than 100 tons of bombs on Iwo Jima. Lightning fighters shot down one enemy aircraft and strafed targets on the ground.

Marcus Island airstrip facilities were bombed by Liberators of the Strategic Air Force on 18 December. The enemy sent up moderate antiaircraft fire but all our planes returned safely.

Corsairs of the 2d Marine Aircraft Wing bombed and strafed storage areas on Babelthuap, in the Palaus, on 18 December.

More than 150 fighters and bombers of the 4th Marine Aircraft Wing and Fleet Air Wing 2 bombed and strafed Maloelap Atoll on 18 December, as neutralizing attacks in the Marshalls were continued.

ADVANCED HEADQUARTERS ON LEYTE—*Mindoro:* Nine enemy planes were shot down by our light naval units and shore antiaircraft batteries.

They Ran . . . but Won

(Continued from page 4)

a Japanese submarine. I asked for an escort. Three destroyers promptly arrived, and we weren't bothered by the submarine thereafter.

"The combined attack was a full-scale effort by the Japs. They even launched a torpedo attack just before retiring. From 12 to 24 torpedoes were fired at our formation by enemy DDs on our starboard quarter but from so far out—7,000 yards on a following shot—that the torpedoes were practically played out when they reached us. A stray pilot from the *Saint Lo*, who was still in the air, exploded two of the Jap torpedoes by strafing them in the water long before they ever reached our formation.

"An air attack looked imminent that night but it never developed. About 30 planes trailed us for a full hour but failed to press an attack.

"Meanwhile, I had told Admiral Kinkaid [Vice Admiral Thomas C. Kinkaid, USN, Commander of the 7th Fleet, of which the CVE groups were a part] that we had suffered considerable battle damage and recommended that our force proceed to the port of our last anchorage. Permission was granted.

"Everyone performed in excellent fashion throughout the engagement. The pilots of our escort carriers, in my opinion, are tops. The escorts made a most gallant attack. No one was particularly excited and the work of rearming and getting our planes ready was carried out without excitement."

High Security Classifications Retained on Findings and Opinion of Pearl Harbor Court of Inquiry

The following statement was issued by the Navy Department on 1 Dec. 1944:

Public Law No. 339, 78th Congress, approved 13 June 1944, directed the Secretary of War and the Secretary of the Navy, severally, to proceed forthwith with an investigation into the facts surrounding the Pearl Harbor catastrophe, and to commence such proceedings against such persons as the facts might justify.

A court of inquiry, consisting of Admiral Orin G. Murfin, USN, (Ret), Admiral Edward C. Kalbfus, USN, (Ret) and Vice Admiral Adolphus Andrews, USN, (Ret), with Comdr. Harold Biesemeier, USN, as judge advocate, was appointed on 13 July 1944. The court was directed to convene on 17 July 1944, or as soon thereafter as practicable, for the purpose of inquiring into all circumstances connected with the attack made by Japanese forces on Pearl Harbor, Territory of Hawaii, on 7 Dec. 1941; to inquire thoroughly into the matter, and to include in its findings a full statement of the facts it might deem to be established. The court was further directed to state its opinion as to whether any offenses were committed or serious blame incurred on the part of any person or persons in the naval service, and, in case its opinion was that offenses had been committed or serious blame incurred, to recommend specifically what further proceedings should be had.

The court of inquiry commenced its proceedings on 31 July 1944, and submitted the record of its proceedings on 20 Oct. 1944. During its investigation, the court took the testimony of 39 witnesses, and received 77 exhibits. Certain portions of the record of proceedings before the court, including the findings and opinion of the court, have been classified "Top secret," and the balance "Secret."

By letter dated 21 Oct. 1944, the Secretary of the Navy requested the Commander in Chief, U.S. Fleet, and Chief of Naval Operations to advise as to how much of the records of the Pearl Harbor Court of Inquiry bear such a relation to present military operations as to require high security classification.

The Commander in Chief, U.S. Fleet, and Chief of Naval Operations advised, in a letter dated 3 Nov. 1944, that a substantial part of the records of the Pearl Harbor Court of Inquiry bears such a relation to the national security and to current military operations as to make it essential that the information not be revealed publicly.

After thorough review of the record of proceedings of the Pearl Harbor Court of Inquiry, the Secretary concurs with the views of the Commander in Chief, U.S. Fleet, and Chief of Naval Operations, as expressed in his letter of 3 Nov. 1944, and accordingly has directed that in the best interests of the present and future military operations of the United States, the existing "Top secret" and "Secret" classifications of the record must be continued. The record of the court will not be made public while the war is in progress.

The net result of the findings of fact and opinion of the Pearl Harbor Naval Court of Inquiry, as reviewed by the Judge Advocate General of the Navy, the Commander in Chief, U.S. Fleet, and Chief of Naval Operations, and by the Secretary of the Navy is that the evidence now available does not warrant and will not support the trial by general court martial of any person or persons in the naval service.

The Secretary in his findings upon the evidence before the court of inquiry and all the other proceedings in the matter to date, has found that there were errors of judgment on the part of certain officers in the naval service, both at Pearl Harbor and at Washington.

The Secretary is not satisfied that the investigation has gone to the point of exhaustion of all possible evidence. Accordingly, he has decided that his own investigation should be further continued until the testimony of every witness in possession of material facts can be obtained and all possible evidence exhausted. Some of the testimony will be much delayed because certain witnesses who are actively engaged in combat against the enemy are not available and will not be available within the predictable future. The present decision of the Secretary will be reviewed when the investigation has been finally completed in the light of the evidence then at hand.

The Secretary makes this personal statement: "In reaching the above conclusions and decisions I am fully mindful of the wide and legitimate public interest in the Pearl Harbor attack. However, there is one consideration which is paramount to all others, and that is: What will best serve the continued successful prosecution of the war? The actions I have taken in my judgment, are taken in the light of that consideration, and I accept full and complete responsibility for them."

School Credit

Continued from page 18)

sufficient credit to win their university degrees. As in the case of high schools, the colleges likewise recommended other coures for men and women who still lacked sufficient credit for degrees.

So that personnel may take advantage of the accreditation program, details of which were announced in BuPers Circ. Ltr. 349-44 (NDB, 30 Nov. 1944, 44-1323), USAFI Form 47 has been provided. This application blank, which is filled out by the individual requesting credit, is certified by an officer appointed by the CO. The certifying officer then mails the application to the school designated by the applicant. It is later returned by the school with information showing accreditation action taken and may have recommendations for additional courses to be taken. Copies of this form may be obtained from the Educational Services Officers at stations and from the executive officer on ships or by writing to BuPers, attention of Educational Services Section, or to USAFI headquarters, Madison, Wisconsin, or USAFI branches.

Help On Jobs

Personnel who wish to keep former or prospective employers advised of their training and experience gained while in the service may use the same form.

In addition to this form, a further aid is presented personnel on discharge or release from the service. This form, Notice of Separation from the U.S. Naval Service, NavPers 553, described in BuPers Circ. Ltr. 271-44 (NDB, 15 September 1944, 44-1077), when filled in, includes a concise statement of the length and nature of service and of experience, training and education which the man or woman gained while in the service. He will also be given a form which will contain a complete description of the ratings held and an analysis of the jobs or billets filled while in the service. It is felt that such information will assist discharged personnel in getting good civilian jobs for which they are qualified.

On page 19 are some representative samples, taken from the American Council on Education handbook, of the amount and type of credit which the council recommends that schools grant for service training. Studies are now being made in the evaluation of Navy training courses used for advancement in rating, Educational Services off-duty classes, USAFI correspondence and self-teaching courses, and other subjects taught in armed forces service schools. As studies are completed by the committees appointed by the council, recommended credits will be published in the handbook.

Personnel interested in information concerning the amount of credit which has been recommended for courses which they have had or wish to take may consult their educational services officer, who will also assist in making applications for accreditation or in filling out forms to be submitted to former or prospective employers.

MONTH'S ALNAVS IN BRIEF

No. 206—Sets visual requirement at 12/20 in each eye (correctible to 20/20), and binocular vision of 15/20, for transfer of commissioned and warrant reserve line officers from special service to general service classification and states that physical qualifications for such transfer do not apply to staff corps and naval aviators.

No. 207—Deals with submission and suspension of battle reports required in Navy Regs, Arts. 948 and 712.

No. 208—Deals with transportation and sale of beer and ale and forbids consumption or sale on any naval vessel.

No. 209—Cancels BuPers Circ. Ltr. 306-44 (NDB, 15 Oct. 1944, 44-1184) relative to changes in regulations concerning midshipmen, Merchant Marine Reserve. (INFORMATION BULLETIN, Nov. 1944, p. 75.)

No. 210—Deals with preparation of the Ration Record, S. & A. Form 45, for the second quarter ending 31 December 1944 and sets maximum amount of unused allowance to be carried forward to third quarter.

No. 211—Reduces extra war risk rate for members of Navy Mutual Aid Association, and provides for continuation of present extra hazardous duty rate for aviation and submarine members through 1945.

No. 212—Cancels Alnav 171-44 (NDB, 15 Sept. 1944, 44-1038) which requested applications from officers for School of Military Government.

No. 213—Suspends all EFM cable service, except for emergency messages, between 6 and 26 Dec. 1944.

No. 214—Provides for additional entries to be made on Form FA Card (individual statistical report of patient) and on health record.

No. 215—States that, to reduce duplication, Division Commanders may submit composite action reports where practicable for ships in division.

No. 216—Announces appointment to next higher rank, to rank from 1 Dec. 1944, of those lieutenants (junior grade) and ensigns, line and staff corps, on active list of regular Navy whose dates of rank are within 2 Aug. 1943 and 1 Sept. 1943 inclusive, and of those lieutenants (junior grade) and ensigns, line and staff corps, of Naval Reserve and Women's Reserve whose dates of commencement of continuous active duty in their respective ranks are within the same period.

No. 217—Announces appointment to chief warrant rank for temporary service, to rank from 1 Dec. 1944, of those warrant officers on active list of regular Navy whose dates of rank are within the period of 2 Aug. 1943 to 1 Sept. 1943 inclusive, and of those warrant officers of Naval Reserve whose dates of commencement of continuous active duty are within same period.

No. 218—Calls for applications to reach BuPers not later than 1 March 1945 from reserve and temporary officers and regular Navy officers, classes 1940 to 1943, inclusive, for year's training in applied communications. Candidates should have completed mathematics through quadratics, must not be over 27 years of age as of 30 July 1945, have at least one year's sea duty as of 1 Feb. 1945, meet physical requirements of general line officer of regular Navy and have had sufficient communications duty to indicate suitability for further training.

No. 219—Authorizes disbursing officers of NTCs, midshipmen schools and naval air stations to continue pay records opened for men enlisting or reporting for active duty from civil life, appointed midshipmen or commissioned between 21 and 31 December, inclusive, and states that such records shall not be closed 31 December when subsequently received by other disbursing officers.

No. 220—States procedure for disbursing officers to follow in making current credits and checkages on pay records prior to closing on 31 December.

No. 221—States that advance payments for personnel officially reported missing or captured by enemy, and later returned to naval jurisdiction, shall not exceed three months' full pay and that no action is to be taken pending receipt of full information from Bus&A toward crediting unpaid balance or registering, entering or charging allotments or family allowances; sets forth procedure to follow in opening temporary casualty pay records for survivors, current casualties and individuals returned from missing status of less than 90 days duration.

No. 222—Puts periodic fitness reports for officers of the Navy (not Marine Corps and Coast Guard) on semi-annual schedule.

No. 223—Commends the naval service for success of 1-7 December extra war bond drive, in which purchases by Navy personnel totaled $61,424,720 as compared with $23,029,164 during similar period in 1943 and $47,843,122 during Independence Day 1944; announces that forces afloat tripled purchases during 1944 and that approximately one billion dollars have been saved by members of the Navy, Marine Corps and Coast Guard through war bond purchases since beginning of Navy bond program.

No. 224 — Establishes Navy Unit Commendation (see page 75).

ANSWERS TO QUIZ ON PAGE 35

1. Revenue Cutter and Life Saving.
2. Jet-Assisted Takeoff.
3. (c).
4. (c).
5. (b).
6. The one on the left, which is Japanese. The one at right is Dutch.
7. (a) oil storage barge, (b) survey ship, (c) aircraft repair ship.
8. Seven.
9. (a) the platform leading from ship to dock, (b) a strip of metal above a porthole, (c) the bottom of the mast, (d) the extreme forward part of a ship.
10. True: Leyte is 2,799 square miles, Rhode Island 1,214.
11. Saipan. Tokyo is 1,266 airline nautical miles from Saipan, 1,881 from Kiska.
12. All except St. Nazaire.
13. Tarawa Kwajalein, Tinian, Morotai, Angaur, Leyte.
14. (c).
15. False.

DECORATIONS AND CITATIONS

For reasons of security, the deed for which a man receives a decoration often cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

Unit Citation Awarded to Four Subs, Two LCTs and Marine Division

Four submarines, two tank landing craft and the 4th Marine Division, Reinforced, have received Presidential Unit Citations for outstanding performance in combat.

These included the second award to the USS *Guardfish*, cited for her bold raids on Japanese shipping during her eighth war patrol. She struck fiercely at combatant units and heavily escorted convoys and inflicted severe damage in important vessels sunk or damaged.

The USS *Tang* was cited for distinguished service during her first three war patrols in Japanese-controlled waters. Besides sinking thousands of tons of enemy shipping, she braved treacherous reefs off the coast of an enemy stronghold to rescue 22 naval aviators in seven pick-ups within close range of hostile shore batteries.

The citation was awarded to the USS *Rasher* for striking hard at heavily escorted Japanese convoys during her first, third, fourth and fifth war patrols. In bold defiance of watchful and aggressive enemy air patrols she penetrated deep into forward areas, inflicting tremendous losses in thousands of tons of valuable shipping sunk or damaged.

The fourth submarine, the USS *Silversides*, was cited for daring tactics in the face of particularly hazardous conditions during her fourth, fifth, seventh and tenth war patrols in Japanese-controlled waters. In audacious defiance of heavy enemy escorts and air opposition, she struck repeatedly at every quarter with devastating results to the Japanese, destroying 24 ships and damaging 12.

Defying terrific artillery and machine-gun fire, the *LCT(5) 30* went through mined waters off the coast of Normandy, ramming and breaching enemy-placed obstacles at full speed to clear a channel for the assault waves standing off shore. She boldly fought it out with enemy shore guns and, by her gallant example, inspired the remaining craft to follow with their vehicles and men.

The *LCT(6) 540* was rocked by blasts from German 88-mm. cannon as she approached the Normandy beach, her gun turrets wrecked, fires blazing aboard, her officer-in-charge killed and eight of her men casualties. She hit the beach on schedule and operated 24 hours a day until 9 June, beaching her cargo while still under fire and returning repeatedly to place equipment, supplies and troops ashore.

Valiantly storming the fortifications of Saipan on 15 June, the 4th Marine Division, Reinforced, blasted the stubborn defenses of the enemy in an undeviating advance over perilously rugged terrain. Despite heavy casualties, it pursued the Japanese for 25 days, crushing all resistance in its zone of action. After a brief rest the division hurled its full fighting power against the narrow beaches of Tinian on 24 July. Unchecked by natural obstacles or hostile fire, it swept Japanese forces before it and ravaged all opposition within eight days.

British Honor 5 Officers And Men of U. S. CVE

The British Government recently decorated three American naval officers and two enlisted men who served aboard a U. S. escort carrier defending a convoy. The Distinguished Service Cross was awarded to Comdr. (then Lt. Comdr.) William M. Drane, USN, Clarksville, Tenn.; Lt. Comdr. (then Lieut.) Howard S. Roberts, USNR, Whittier, Calif., and Lt. (jg) William F. Chamberlain, USNR, Aberdeen, Wash.; the Distinguished Service Medal to James O. Stine, ARM1c, USNR, Ozark, Mo., and Wrex C. Boyd, AOM2c, USNR, Las Vegas, Nev.

Sub CO Wins 3 Navy Crosses

For extraordinary heroism as commanding officer of a submarine which sank nine Japanese ships, damaged three, damaged and probably sank another and sank an additional 18,000 tons of enemy shipping, Comdr. John S. Coye Jr., USN, Worcester, Mass., has been awarded the Navy Cross and two gold stars in lieu of a second and third. His ship, the USS *Silversides*, recently received the Presidential Unit Citation (see first column).

The first Navy Cross was awarded to Commander Coye for courageously and repeatedly delivering skillful torpedo attacks on two occasions, sinking four enemy vessels and probably sinking another. His attack on a heavily escorted convoy which resulted in the sinking of shipping totaling over 18,000 tons merited the second award. He received the third Navy Cross for torpedo attacks which sank five enemy ships totaling 23,600 tons and damaged three others totaling 18,000 tons.

Gold Star in Lieu of Second
NAVY CROSS

★ Lt. (jg) Phil H. Bucklew, USNR, Ashville, Ohio: As scout boat officer during the invasion of Normandy, he embarked in one of the first craft to approach the strongly defended coast and succeeded in locating the beaches to be assaulted. Despite heavy surf and harassing enemy fire, he led the first wave of tanks to the beach and took up his station near the beach to act as a guide. Under heavy enemy fire he rescued wounded personnel from the water near their burning landing craft and carried them to safety.

NAVY CROSS

★ Comdr. Stanley M. Barnes, USN, Cambridge, Mass.: As commander of a motor torpedo boat squadron during the Tunisian and Sicilian campaigns, he often personally led his squadron in carrying out patrol and reconnaissance missions of inestimable value to our forces, and made daring raids on hostile shipping. From 1 to 20 Aug. 1943, he directed offensive sweeps which resulted in the capture of the Eolie Islands, contributing materially to the advance of the 7th Army toward Messina.

★ Comdr. Charles W. Brewer, USN, Tulsa, Okla. (missing in action): As commander of a carrier-based fighter squadron in the vicinity of the Marianas on 19 June 1944, he led component parts of his squadron to intercept Jap planes attempting to reach our fleet and personally accounted for three of the 60 Jap planes destroyed. Later he led the six planes remaining aboard his carrier to Guam and, in the face of overwhelming odds, shot down two enemy planes and contributed to the destruction or rout of the remainder.

★ Comdr. Seymour D. Owens, USN, Marblehead, Mass. (posthumously): Detailed to cover the left flank of a feint landing south of Tinian town to draw enemy fire away from the actual landings to the north, he maneuvered his ship perilously close inshore in the face of heavy fire from Japanese coastal defense guns and skillfully directed effective fire support for the boat waves until he was killed at his post.

★ Lieut. Frank M. Hall, (MC) USNR, Jamestown, N. Y.: In charge of a naval beach party medical team during the invasion of Normandy, he swam three miles to shore when his own

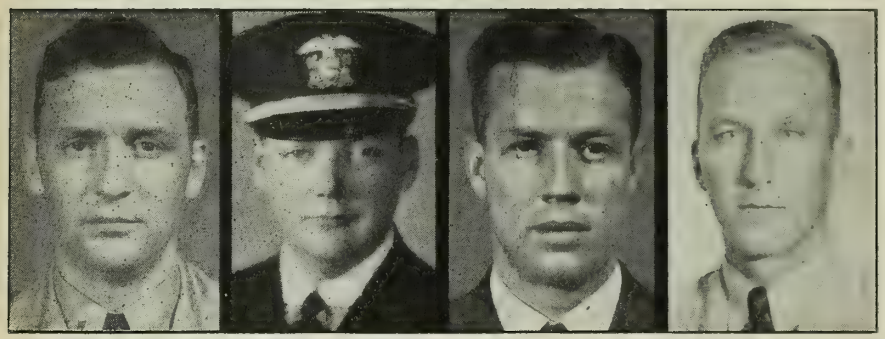
NAVY CROSS AWARDS

Stanley M. Barnes
Comdr., USN

Charles W. Brewer
Comdr., USN

John S. Coye Jr.
Comdr., USN

Seymour D. Owens
Comdr., USN



Frank M. Hall
Lieut., (MC) USNR

William E. Peterson Jr.
Lieut., USNR

Charles S. Potter
Lieut., USNR

Grant G. Andreasen
Lt. (jg), USNR

Stuart L. Brandel
Lt. (jg), USNR

Phil H. Bucklew
Lt. (jg), USNR

John R. Cox Jr.
Lt. (jg), USNR

William M. Jenkins
Lt. (jg), USNR

Kenneth S. Norton
Lt. (jg), USNR

Lawrence S. Karnowski
Ens., (CEC) USNR

William L. Wilhoit
Ens., USNR

James W. Daugherty
CWT., USNR

Photographs not available of Lt. (jg) John R. Rock, USNR; Loran E. Barbour, ACOM, USNR; John H. Line, GM2c, USNR; Frederick L. Erickson, Cox., USNR; Report of citation of James W. Daugherty, CWT, USNR, appeared in the December 1944 issue of the INFORMATION BULLETIN, p. 56.

landing craft was sunk. Completely unmindful of his own danger, he labored under terrific enemy fire with such meager supplies as he was able to salvage from the dead and wounded. He assumed command of all medical work on an additional beach when it was determined that the officer-in-charge was missing in action, and skillfully covered two beaches without relief until the afternoon of D-day-plus-two.

★ Lieut. William E. Peterson Jr., USNR, Burlington, Vt.: As commanding officer of an LST in the Southwest Pacific, he opened up a barrage of accurate antiaircraft fire when Jap dive-bombers attacked at 500 feet, and sent two planes crashing in flames. When a direct bomb hit started fires in ammunition and gasoline compartments and wounded many members of the crew, he calmly organized fire and rescue parties. His presence of mind and devotion to duty undoubtedly saved his ship and the lives of many members of his crew.

★ Lieut. Charles S. Potter, USNR, New York, N. Y.: Although wounded by enemy shell fire during the assault on Normany, he refused to be hospitalized. When all personnel had been ordered to take cover, he fearlessly exposed himself in order to direct incoming assault waves to successful landings.

★ Lt. (jg) Grant G. Andreasen, USNR, Homer, Idaho: As scout boat officer during the invasion of Normandy, he succeeded in the highly important mission of locating the beaches to be assaulted and went in close to the beach to act as a guide for the approaching wave of DD tanks. From an advanced position he fired rockets from his craft at target objectives and rendered close fire support to the infantry assault waves. Later he rescued wounded personnel from burning landing craft under heavy enemy fire and carried them to safety.

★ Lt. (jg) Stuart L. Brandel, USNR, Los Angeles, Calif.: As a naval gunfire liaison officer during the invasion of France he established radio communication with a cruiser when his boat was twice driven off in attempting to land and was thus able to fire several effective missions at a critical juncture. After landing he took over the duties of his seriously wounded forward observer and called for and adjusted fire which was of marked effect on enemy positions.

★ Lt. (jg) John R. Cox Jr., USNR, Los Angeles, Calif.: As executive officer of the *YMS 24* during minesweeping operations in support of the invasion of southern France, he took charge when his commanding officer became a casualty and labored to save his ship after her bow had been blown off by a mine. Failing in this, he directed the removal of the wounded and risked his life by entering every compartment in search of missing or trapped men. When another mine exploded under the stern of one of the rescue vessels alongside, he jumped into the water between the two foundering craft and rescued a critically injured man who was in danger of drowning.

★ Lt. (jg) William M. Jenkins, USNR, Everett, Wash.: As officer-in-charge

of a naval combat demolition unit during the invasion of Normandy, he and his crew accomplished the difficult task of blowing a 50-yard gap in beach obstacles despite the fact that the LCT to which he was assigned sank prior to H hour. When the party's CPO was killed while preparing a demolition charge, he completed the task himself, and personally placed a number of charges.

★ Lt. (jg) Kenneth S. Norton, USNR, Oberlin, Kans.: As a naval gunfire liaison officer in the assault on Normandy, he landed with the first wave of rangers and was one of the first up the cliff at Pointe du Hoe. When the rangers were surrounded by enemy troops in superior numbers, he called for and adjusted fire in great volume and with marked accuracy. Without this accurate fire the rangers probably could not have survived. He was wounded on the evening of D day but continued his efforts and, after being treated on the USS *Texas*, returned to the battlefield and resumed his duties.

★ Lt. (jg) John R. Rock, USNR, San Francisco, Calif.: Observing that another LCT(5) was in a sinking condition during the invasion of France, with the officer-in-charge severely wounded, he left his own ship in command of his assistant and boarded the sinking craft. He successfully beached the stricken LCT(5) and discharged its load. When it was completely disabled by enemy shells, he swam ashore for medical assistance, despite the handicap of a broken arm.

★ Ens. Lawrence S. Karnowski, (CEC) USNR, Lawrence, Kans.: As officer-in-charge of a naval combat demolition unit during the invasion of Normandy, he succeeded in clearing a 50-yard gap through enemy beach obstacles under heavy artillery and rifle fire. He exposed himself to enemy fire to rescue a wounded member of his crew who was in danger of drowning in the rising tide. Time after time he returned alone to place charges to widen the gap after the rest of his crew had been killed or wounded.

★ Ens. William L. Wilhoit, USNR, Atlanta, Ga.: Severely wounded during the first moments of the assault on Normandy when nine shattering blasts from German 88-mm. cannon crippled his ship, killed his officer-in-charge and injured seven crewmen, he assumed command of the *LCT(6) 540*. Despite his extreme youth and lack of combat experience, he maneuvered the now unwieldy craft toward the beach through obstacles and mines. During the ensuing four days he carried on in the repeated landing of equipment, supplies and troops, inspiring his crew to supreme effort.

★ Loran E. Barbour, ACOM, USNR, Vallejo, Calif.: In command of a naval demolition unit during the invasion of Normandy, he showed exceptional bravery, leadership and initiative in placing of charges and the blowing of a 50-yard gap in enemy beach obstacles. Although severely wounded, he calmly directed the marking of the gap through which troops could be landed, and later supervised the evacuation of casualties.

★ John H. Line, GM2c, USNR, Harrisburg, Pa.: As a member of a naval demolition unit during the invasion of Normandy, he landed on the beach at H-hour-plus-3-minutes and assisted in blowing a 50-yard gap in the obstacles on the beach. Although half of the crew were killed before the mission was completed, he carried on in the face of heavy gunfire. Later, he directed incoming craft through the gap and exposed himself on numerous occasions while administering to and removing wounded personnel to places of safety.

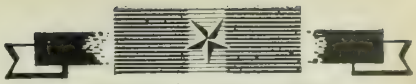
★ Frederick L. Erickson, Cox., USNR, Des Moines, Iowa: While serving as helmsman in an LST during operations against Lae on 4 Sept. 1943, he was severely wounded by the impact of a direct bomb hit which blew him out of the pilot house. Upon recovering consciousness he returned to his battle station, and, despite acute pain and waning strength, gamely endeavored to hold the stricken ship on her course until he was relieved by one of his shipmates.

Gold Star in Lieu of Third
DISTINGUISHED SERVICE MEDAL

★ Vice Admiral Marc A. Mitscher, USN, Oklahoma City, Okla.: As Commander Fast Carrier Task Forces, Pacific, in the Central and Western Pacific from 19 March to 27 Aug. 1944, he led his forces in daring and brilliantly executed attacks against heavily fortified Japanese bases at Palau, Yap and Woleai. Forces under his command covered our amphibious landing at Hollandia, carried out a two-day attack on Truk, Satawan and Ponape in preparation for the invasion of Saipan. During the early stages of the actual landing he sighted the Japanese fleet at maximum range and launched an attack with planes of his Task Force 58, first disrupting an enemy sortie threatening the operation and then winning the Battle of the Philippine Sea.

★ Vice Admiral Richmond K. Turner, USN, Carmel, Calif.: As Commander Joint Expeditionary Force in action against the enemy-held Marianas Islands from 24 May to 12 Aug. 1944, he handled the ever-changing complexities of his assignment with marked facility and decisive judgment and conducted the operations of his command boldly and with superb tactical ability. Working tirelessly in direct command of the Northern Assault Force which attacked Saipan, he organized antisubmarine and antiaircraft defenses and correlated air, naval and ground forces to blast through the enemy's strong defenses and wage the relentless, devastating battle which resulted in the capture of this important stronghold.

Admiral Turner



Gold Star in Lieu of Second
DISTINGUISHED SERVICE MEDAL

★ Rear Admiral Richard L. Conolly, USN, Waukegan, Ill.: As a group commander of the amphibious forces of the Pacific Fleet, he brought the officers, men and ships of his command to a high state of combat readiness in preparation for our assault on the island of Guam. He led the determined armada into dangerous, enemy-controlled waters where he unleashed the full power of his force in a furious onslaught which crushed the enemy's fanatical resistance and annihilated the objective in a minimum of time.

★ Rear Admiral Harry W. Hill, USN, Washington, D. C.: As a group commander of the amphibious forces of the Pacific Fleet and second in command of the Saipan attack force he personally supervised the ship-to-shore operations of assault and garrison-force vessels with excellent control. Following the Saipan invasion, he was placed in full command of the Tinian attack force, and skillfully coordinated his units for a furious onslaught which crushed the enemy in a minimum time despite extremely unfavorable weather toward the end of hostilities.

★ Rear Admiral Spencer S. Lewis, USN, Calvert, Tex.: As commander of a naval task force prior to and during the invasion of southern France, he exercised sound judgment and keen foresight in planning the invasion operations. By the effective organization of beach maintenance operations, he assisted in enforcing the early capitulation of the strategic ports of Toulon and Marseilles.

★ Rear Admiral Alfred E. Montgomery, USN, Norfolk, Va.: As commander of a task group of carriers and screening vessels in operation against Japanese forces from March through June 1944 he enabled his aircraft to inflict great damage on enemy shipping and shore installations at Palau, Marcus and Wake Islands and at Hollandia. His task group participated in the battle for the Marianas, contributing in large measure to the overwhelming destruction of enemy air resistance and the crippling of important units of the Japanese fleet.

★ Rear Admiral John W. Reeves Jr., USN, Coronado, Calif.: As commander of a task group of carriers and screening vessels in operation in the Pacific from March through June 1944 with brilliant tactical skill and exceptional foresight he enabled his intrepid fliers to attack hostile shipping and shore installations at Palau and Yap with exceptional success. In the battle for the Marianas his superbly coordinated forces contributed in large measure to overwhelming destruction of enemy air resistance and the crippling of important units of the Japanese fleet.

Admiral Reeves

DISTINGUISHED SERVICE MEDAL

★ Vice Admiral Willis A. Lee Jr., USN, Owenton, Ky.: As Commander, Battleships, Pacific Fleet, and commander of a task group operating against Japanese forces from April through June 1944 he skillfully maneuvered his ships to form a screen for our carrier units throughout numerous engagements. He directed the bombardment of shore installations at Ponape and Saipan. On 19 June when our task force was subjected to a full scale attack by Japanese carrier-based aircraft he directed the movements of his ships for maximum effectiveness.

★ Vice Admiral Alexander Sharp, USN, Welcome, Md.: As commander of a battleship division and commander of a major task force in the Atlantic from November 1941 to October 1944, he discharged the multiple responsibilities of his command with splendid success and consistently maintained his forces in a high state of combat efficiency. As Commander, Service Force, he furnished effective logistic support for naval forces afloat in the Mediterranean and eastern Atlantic and for outlying bases in the Atlantic and European theaters.

★ Rear Admiral Joseph J. Clark, USN, Jacksonville, Fla.: As commander of a task group of carriers and screening vessels in the Pacific area from April through June 1944 he rendered invaluable assistance to our landing forces during the invasion of Hollandia and later, at Truk, helped to neutralize shore installations and planes. He contributed in large measure to our victories during the battle of the Marianas and attack on the Bonin Islands.

★ Rear Admiral William M. Fechteler, USN, San Francisco, Calif.: Directing landing operations at Los Negros, Humboldt Bay, Biak, Noemfoor Islands, and Cape Sansapor, he formulated highly efficient and flexible plans which proved of inestimable value, particularly on occasions when major landing activities required sudden changes. His close cooperation with Army and Air Force commands was largely responsible for the execution of precisely timed operations over wide areas.

★ Rear Admiral Frank J. Lowry, USN, Cresco, Iowa: As commander of a task force prior to and during the invasion of southern France he led an Allied task force to the assault area and directed landing of assault troops, supplies and mechanized equipment of the Allied 7th Army. The effective organization of maintenance activities under his inspiring command facilitated the landing of follow-up French divisions and the early capitulation of Toulon and Marseilles.

★ Rear Admiral Bertram J. Rodgers, USN, Pittsburgh, Pa.: As commander of a naval task force prior to and during the invasion of Southern France, he achieved brilliant success in the landing of assault troops, supplies and mechanized equipment of the 7th Army. His efficient direction of unloading operations of convoys were contributing factors in sustaining the rapid advance of our ground forces into enemy-held territory.

★ Rear Admiral Ernest G. Small, USN, Great Neck, N. Y.: Commanding the cruisers of a fast carrier task group during operations against the Gilberts, he provided decisive support for our amphibious landings at Tarawa and Abemama. Handicapped by limited forces and with but little air support in our assault on the Marshall Islands, he succeeded in neutralizing important Japanese bases at Wotje and Maloelap. He worked tirelessly during the powerful carrier strike against Palau, Yap and Woleai on 29-30 March and 1 April.

★ Capt. Daniel V. Gallery Jr., USN, Vienna, Va.: As commander of an Atlantic Fleet anti-submarine task group he selected the most strategic localities for his searches during a period of restricted submarine activity. Maintaining the group in a constant state of alert preparedness for combat, he directed the operations aggressively and with brilliant initiative, inflicting tremendous damage on hostile vessels.

Capt. Gallery

Gold Star in Lieu of Third

LEGION OF MERIT

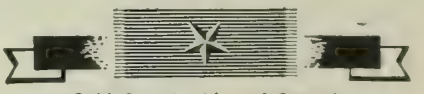
★ Commodore Campbell D. Edgar, USN, Cazenovia, N. Y.: As commander of a follow-up force during the invasion of Normandy he trained and welded the Army and Navy units under his command into one highly efficient amphibious force which effected a valiant landing on the beaches in the Viereville area on the afternoon of D day.

Commodore Edgar

★ Capt. Adelbert F. Converse, USN, Wellsville, Kans.: As commander of screening destroyers during the invasion of Normandy and the assault on Cherbourg, he effectively screened the major ships and protected the minesweepers engaged in the invasion. Under his leadership the bombarding units of his command silenced many important enemy shore batteries and provided excellent support of Army troops at a crucial period.

★ Capt. Ross A. Dierdorff, USN, Annapolis, Md.: As commander of a beach assault group during the invasion of southern France, he led a convoy from mounting ports safely to the designated area and landed the troops, their equipment and supplies expeditiously. Upon completion of unloading activities, the ships under his command sailed promptly to base ports for reloading.

★ Capt. Rupert M. Zimmerli, USN, Portland, Me.: As chief of staff to a naval task force commander during the invasion of southern France, he coordinated the administrative and planning agencies during the intensive preparations for the assault. His advice and sound decisions contributed materially to the early and firm establishment of our forces ashore in enemy-held territory.



Gold Star In Lieu of Second

LEGION OF MERIT

★ Rear Admiral John L. Hall Jr., USN, Williamsburg, Va.: As commander of a naval task force prior to and during the invasion of Italy he exercised professional skill, sound judgment and great resourcefulness in directing the diverse naval and combined operations which culminated in the successful assault on the west coast of Italy.

★ Capt. (then Comdr.) Edward R. Durgin, USN, Middle Haddam, Conn.: As commander of a U. S. destroyer squadron during the invasion of Italy he skillfully disposed the ships under his command to assist in providing a screen for a major task force. He displayed keen judgment and expert tactical knowledge in the face of heavy enemy opposition.

★ Capt. Lorenzo S. Sabin Jr., USN, Dallas, Tex.: Charged with organizing and training the gunfire support for an amphibious force during the invasion of Normandy, he carried out these vital tasks with efficiency and led a convoy of 250 small craft to the Normandy coast under severe enemy fire. Later, without previous notice, he directed the unloading of all ships and craft in an assigned area and was responsible for the expeditious establishment of a naval base on the French coast.

★ Capt. Leo B. Schulten, USN, Helena, Mont.: As commander of an assault group during the invasion of Normandy he brought his transports and landing craft to their predetermined stations and successfully effected their prompt and efficient unloading. He displayed skill and sound judgment in the execution of this difficult and complex operation undertaken in darkness and in an adverse sea.

Capt. Schulten

★ Capt. Rupert M. Zimmerli, USN, Portland, Me.: As commander of the assault section of a major task force during the invasion of Italy he skillfully directed the movements of approximately fifty landing craft. Subsequent to the assault his task group maintained the British 46th Division over the beaches for more than two weeks despite hostile artillery fire.

★ Lt. Comdr. Crittenden B. Taylor, USNR, Lima, Ohio: As commander of the U. S. minesweepers attached to a major task force during the invasion of Italy he displayed excellent seamanship and superb skill. He ma-

neuvered the vessels under his command through dangerous enemy minefields and swept a clear path for our landing craft, enabling them to arrive at the transport area without loss from enemy mines.

LEGION OF MERIT

★ Rear Admiral Theodore E. Chandler, USN, Washington, D. C.: As Commander All Forces, Aruba-Curacao, from 27 April 1943 to 25 July 1944, he exercised sound judgment and initiative in carrying out his many and varied tasks. He was largely responsible for the cooperative employment of U. S. and Netherlands naval and air forces in waging vigorous and effective warfare on enemy submarines. He displayed marked diplomatic ability in his contacts with Netherlands and Venezuelan civil and military officials.

★ Rear Admiral Morton L. Deyo, USN, Kittery Point, Me.: As commander of the gunfire support group of Assault Force "U" during the invasion of Normandy, he skillfully directed his forces and, by effective fire, contributed to the successful landings of the 1st U. S. Army in the Madeleine area. On 25 June the warships under his command blasted enemy strong points in the vicinity of Cherbourg.

★ Rear Admiral (then Capt.) Paul Hendren, USN, Chapel Hill, N. C.: As commanding officer of the USS *Philadelphia* during the assault on Sicily, he skillfully maneuvered his ship into striking position and, within close range of enemy shore artillery and under intermittent air attack, directed the bombardment of machine-gun nests and artillery emplacements, providing excellent support for the initial landing and rapid advance inland of our troops.

★ Rear Admiral James C. Jones Jr., USN, Huntsville, Ala.: As chief of staff to Commander Southwest Pacific Force and deputy commander of Allied naval forces in the Southwest Pacific Area from February 1942 to November 1943, he rendered invaluable assistance to his force commanders, strengthened Allied relationships and coordinated U. S. naval forces with associated services. His farsighted planning contributed materially to the success of our campaign in this area.

★ Commodore James E. Boak, USN, Hughesville, Pa.: As commanding officer of a major advanced base from 1 Feb. to 1 Nov. 1943, he organized and developed this base to such a high standard of efficiency that it became an important unit for the servicing and repair of all types of ships, a major operating base for the fleet and a supply depot for the forward areas.

★ Commodore Thomas S. Combs, USN, Lamar, Mo.: As Commander U. S. Naval Aircraft, 7th Fleet, he was an inspiring and dynamic leader. Utilizing a comparatively small force of slow-flying aircraft, he developed new methods of attack procedure. His command made devastating attacks on Japanese land installations, warships and auxiliary vessels and dissipated the enemy's resources at a crucial time.

★ Commodore Charles M. Yates, USN, Vallejo, Calif.: As Commandant, NOB, Oran, prior to and during the invasions of Sicily and the Italian mainland he efficiently reorganized various base units to serve and maintain forces afloat. By his tact, cooperation and aggressive leadership he established an amicable relationship with Allied authorities and coordinated the combined efforts of port facilities toward full support of the forces participating in the two amphibious operations.

★ Capt. Archie A. Antrim, (SC) USN, Charleston, S. C.: As force supply officer of Service Force, South Pacific Force, from 1 Nov. 1942 to October 1943, he cooperated closely with the general purchasing agent of the Army in Australia and organized a naval supply system with depots in principal Australian ports. He ably directed and administered the purchase, storage and issue of materials required by the fleet.

★ Capt. Robert F. Batchelder, (SC) USN, Worcester, Mass.: As force supply officer, Western Naval Task Force, he planned for and provided for the necessary supplies during the invasion of Normandy. His skill and devotion to duty contributed immeasurably to the success of the Normandy campaign.

★ Capt. George W. Bauernschmidt, (SC) USN, Monkton, Md.: As supply officer in command of the naval supply depot at NOB, Oran, prior to and during the invasions of Sicily and the Italian mainland, he exercised keen judgment and professional knowledge in organizing the supply depot as a unit of the operating base and in rendering vital and effective support to the participating units.

★ Capt. (then Comdr.) Robert C. Bell, USN, San Francisco, Calif.: As officer in charge of ship repair forces at NOB, Oran, prior to and during the invasions of Sicily and the Italian mainland he effectively coordinated the functions of base facilities with local shops and floating dry docks controlled by Allied authorities. His thorough engineering knowledge and forceful leadership made possible the return of many ships to active combat.

★ Capt. Edmund E. Brady Jr., USN, Washington, D. C.: As naval attache for air at Rio de Janeiro, Brazil, from 14 Nov. 1941 to 28 Sept. 1942, he was tactful and effective in his diplomatic relations with Brazilian officials and obtained complete and whole-hearted cooperation between the Brazilian and U. S. armed forces, thereby contributing to the success of our operations against the enemy in the South Atlantic.

★ Capt. Grayson B. Carter, USN, San Diego, Calif.: As commander of a tractor group in South and Central Pacific waters during June and July 1944 he brought his tractor group to a high state of efficiency so that landings on an enemy-held island were made on schedule by a Marine division and the beaches quickly captured.

★ Capt. Charles J. Cater, USN, Anniston, Ala.: As aide and flag secretary from 3 February to 1 Oct. 1943, he rendered invaluable service in the preparation of orders and policies relative to the organization of the Atlantic Fleet for convoy escort and antisubmarine warfare. He also helped plan the Atlantic Fleet's participation in the occupation of Morocco and Sicily.

U. S. Navy Decorates Five Allied Officers

The Legion of Merit (Degree of Chief Commander) has been awarded to Rear Admiral V. A. C. Crutchley, V.C., D.S.C., RN, for exceptionally meritorious services as commander of a task force of the 7th Fleet. Two other officers of the Royal Navy and two pilots of the Royal Australian Air Force have also been decorated recently by the U. S. Navy.

Rear Admiral Crutchley welded Australian and American forces into a powerful fighting force which bombarded numerous enemy shore positions and provided effective support to invasions of Japanese strongholds vital to the reconquest of northern New Guinea.

Lt. Comdr. A. F. Collett, D.S.O., RN, was awarded the Legion of Merit (Degree of Commander) for meritorious conduct as commanding officer of a British submarine during a joint U. S. and British attack against a Japanese-held island in the southwest Pacific. At the risk of losing his submarine he cruised 15 miles on the surface, braving repeated and accurate fire from large coastal defense guns, to rescue an Army pilot who had parachuted into the water.

The Bronze Star Medal was awarded to Lieut. N. Ashton, RN, who, as hydrographic officer attached to the U. S. Naval Salvage Force, mapped obstructions in the channels and in approaches to berths throughout the harbor of Naples and her satellite ports in September 1943. Extremely accurate and unusually resourceful, he accomplished his assignment promptly and skillfully, thereby expediting vital salvage operations.

Wing Commander William K. Bolitho, RAAF, and Acting Squadron Leader Denis R. Lawrence, RAAF, were awarded the Distinguished Flying Cross. Flying his slow, highly vulnerable plane 2,000 miles over enemy-protected territory during operations conducted in collaboration with the U. S. Navy on 22-25 Feb. 1944, Wing Commander Bolitho made accurate runs on the target at perilously low altitude in the face of intense antiaircraft fire. During operations on 14 and 16 Jan. 1944, Acting Squadron Leader Lawrence flew approximately 1,800 miles, much of the distance in daylight, to make accurate runs on the target in the face of intense antiaircraft fire from hostile shore installations and anchored ships. By superb airmanship and indomitable courage, they contributed in large measures to the uniform success of vital operations.

LEGION OF MERIT (cont.)

★ Capt. William W. Drake, USNR, Los Angeles, Calif.: As public relations officer on the staff of CincPac from 31 Dec. 1941 to 3 Oct. 1944, he facilitated the accurate and expeditious flow of important war news to the American press. He disregarded his personal safety to participate actively in the campaigns against the Marshalls, Gilberts, Marianas and Palaus.

Capt. Drake

★ Capt. Rae B. Hall, USCG, Norfolk, Va.: As captain of the port of Norfolk, Va., from 10 March 1942 to 1 Nov. 1943, he directed the training and equipping of a port security organization. He succeeded in developing a superbly trained group which provided such effective protection that ships and vital harbor installations in this area sustained no serious damage or loss during this period.

★ Capt. Colin D. Headlee, USN, Kennebunk Port, Me.: As commanding officer of the repair ship USS *Delta* during the invasions of Sicily and Italy he directed the repairing of ships and landing craft with skill and untiring energy. By his excellent organizing ability and untiring energy he enabled his command to carry out these highly important tasks with the utmost speed and efficiency.

★ Capt. Frank D. Higbee, USCG, Portland, Ore.: As commander of a group of LSTs during amphibious assaults along the northern rim of New Guinea, he displayed seamanship and leadership of the highest order. His services contributed materially to the successful conclusion of operations at Hollandia, Wakde, Biak, Noemfoor and Cape Sansapor.

Capt. Higbee

★ Capt. William B. Jackson Jr., USN, Arlington. Va.: As chief of staff to Commander Service Squadrons, South Pacific Force, from 7 Jan. 1943 to 17 March 1944, during a period of intensive activity he planned skillfully and with marked foresight toward the sustained maintenance of our surface forces and advanced naval bases.

★ Capt. Charles R. Johnson, (CEC) USN, Baltimore, Md.: As public works officer at the U. S. Naval Base in Iceland from 16 Feb. 1942 to 8 Sept. 1943, he supervised the construction of engineering projects of vital military necessity in the Iceland area. By efficient utilization of all facilities, he completed two large airfields and one tank farm in the minimum time and at the smallest cost.

★ Capt. John B. Mallard, USN, Annapolis, Md.: As commander of a task group of LSTs during the assaults on Lae and Finschhafen, he organized and led succeeding echelons of resupply to both of these landing points on New Guinea. He was responsible for the prompt execution of assignments by his task force which contributed materially to the success of our operations in this area.

★ Capt. (then Comdr.) William L. Messmer, USN, Detroit, Mich.: As commander of a minesweeping unit during the invasion of Italy he successfully executed the hazardous operations of sweeping enemy minefields in the Gulf of Salerno, enabling assault boat waves to disembark troops, equipment and supplies expeditiously and according to schedule.

★ Capt. Charles J. Moore, USN, Washington, D. C.: As chief of staff to the Commander 5th Fleet from August 1943 to September 1944, he supervised the planning and execution of operations against the Japanese in the Gilbert, Marshall and Marianas Islands. He contributed in large measure to the capture of these vital positions and the decisive defeat of enemy fleet units in the Battle of the Philippine Sea.

★ Capt. Edmund M. Ragsdale, USN, Piedmont, Calif.: As repair officer at our Casablanca and Palermo naval operating bases, he planned and supervised temporary repairs to the badly damaged USS *Hambleton* with extremely limited facilities. He perfected methods of fitting out landing ships for side stowage and of launching pontoon causeways to facilitate unloading on beaches, and also operated a captured shipyard for the maintenance of vital advance naval units.

★ Capt. (then Comdr.) Alfred H. Richards, USN, Columbus, Ohio: As commander of a sweeper group during the invasion of Italy, he successfully swept the approach channel and transport area for the passage of vessels of a major task force. The ships under his command then swept additional channels to the beaches for transports, landing craft and fire-support groups despite the constant danger from hostile mines and aircraft.

★ Capt. Myron T. Richardson, USN, Auburndale, Mass.: As plans and operations officer on the staff of a naval task force commander during the invasion of southern France, he exhibited skill and energy in developing sound and comprehensive plans for the assault. His later services as senior naval liaison officer with the U. S. 7th Army were invaluable in maintaining close communications with its rapidly moving headquarters.

★ Capt. Harry Sanders, USN, Newport, R. I.: By his inspiring leadership and expert tactical ability as commander of an antisubmarine attack group, he contributed materially to the defense of Allied shipping and the successful prosecution of the war in a highly strategic area.

★ Capt. Charles Schaaf, (SC) USN, New London, Conn.: As supply officer in charge of the Naval Supply Depot, Milne Bay, New Guinea, he reorganized the activity, developed proper stowage facilities and completed an inventory and card index of all supplies, thereby creating a smoothly operating organization of infinite value to our operations against the enemy in the Southwest Pacific area.

★ Capt. James W. Whitfield, USN, Wilmington, Del.: As commanding officer of the Amphibious Training Base, Camp Bradford, Va., from March 1943 until October 1944 he organized, equipped and efficiently operated facilities for the training of Army combat teams and naval landing craft crews of all types and of joint amphibious training schools. He was responsible in large measure for the high state of readiness of these troops and units in the assaults on Sicily, Salerno and in the Pacific.

★ Capt. John M. Will, USN, Perth Amboy, N. J.: As a materiel officer he carried out his many and varied duties with keen foresight, sound judgment and untiring perseverance. He coordinated overhaul facilities, procured and allotted materiel, trained personnel and planned and directed submarine operations throughout a prolonged period of time.

★ Comdr. Joseph E. Ederer, USNR, Portland, Ore.: As engineer officer of the USS *Biscayne* during the invasions of Sicily and Italy he exercised superior technical skill and brilliant initiative throughout this perilous period. Despite innumerable fierce enemy aerial attacks he steadfastly carried out his vital assignment, insuring the efficient functioning of essential landing craft, smoke generating devices and other equipment.

★ Comdr. (then Lt. Comdr). Robert R. Helen, USNR, San Francisco, Calif.: As salvage officer during the invasion of Sicily he skillfully and efficiently supervised the clearance of wreckage left by the enemy. When a U. S. warship was brought into the harbor in a sinking condition he continued to direct the operations of a salvage party despite repeated enemy air attacks.

★ Comdr. Robert W. Mackert, USN, Peoria, Ill. (posthumously): As chief staff officer to the atoll commander in the Marshall Islands area from 31 Jan. to 23 June 1944, he assisted in the initial planning and rapid construction of major airfields immediately after our troops landed at Majuro and Eniwetok. He also served as coordinator of our day and night raids against Ponape and Truk

Hoist (NTC, San Diego)

"Tell me a sea story, Mama."

and, in two instances, was largely responsible for the rescue of bomber crews brought down at sea.

★ Comdr. Ralph S. Moore, USNR, Montecito, Calif.: As commander of a group of ships engaged in operations for the capture of enemy-held islands from 15 June 1944 to 12 Aug. 1944 he caused his vessels to operate in dangerous and poorly charted waters to chart and clear them of mines. In addition, he directed most successfully the employment of his vessels in inshore patrolling thus contributing materially to the success of the operation.

★ Comdr. John S. Mosher, USNR, Princeton, N. J.: Serving with an amphibious force in the Pacific from its inception until June 1944, he obtained information from aerial photographs and supervised the preparation of maps and charts on the New Guinea area. His compilation of data for each operation contributed materially to the success of these operations.

★ Comdr. George W. Pressey, USN, Hampton, Va.: Serving on the staff of Commander-in-Chief, Atlantic Fleet, from 31 Dec. 1942 to 18 Sept. 1943, he contributed materially to the development of antisubmarine weapons and tactics and to the establishment of a sound escort-of-convoy doctrine. He also aided in the planning for the participation of the Atlantic Fleet in the invasion of Africa and Sicily.

★ Comdr. John W. Schmidt, USN, Buffalo, N. Y.: As commanding officer of the USS *Gherardi* during the Sicilian campaign, he skillfully directed shore bombardments and conducted nightly sweeps in the face of strong enemy air opposition to prevent the evacuation of hostile forces by sea. On the night of 3-4 August, his ship intercepted an enemy convoy and sank an F-lighter.

★ Comdr. Richard M. Scruggs, USN, Madison, Fla.: As commander of a task unit of LSTs during the attacks on Lae and Finschhafen, he organized and led echelons of resupply to both these landing points on New Guinea without loss or damage to a single unit.

★ Comdr. Edgar E. Stebbins, USN, Dallas, Tex.: As commander of a bombing squadron attached to the USS *Yorktown* from 19 Nov. to 4 Dec. 1943, he led his squadron in two brilliantly executed attacks against ground installations on Mille and Makin Islands. Later, as acting commander of an air group, he hurled the full strength of his unit against Japanese aircraft, ground installations and shipping and inflicted devastating losses.

★ Comdr. William H. Standley Jr. USN, San Pedro, Calif.: As training officer on the staff of Commander Landing Craft and Bases, Amphibious Force, Northwest African Waters, during the invasion of Italy he prepared the landing attack plan and indoctrinated personnel so that the assault forces landed exactly on schedule at the beaches of Salerno despite continuous attacks by enemy aircraft.

★ Comdr. (then Lt. Comdr.) James E. Walsh, USNR, Queens Village, N. Y.: As commanding officer of a beach battalion during the invasion of Italy he landed with the first wave and, although under constant enemy gunfire, daringly directed the beaching and retracting of landing craft at the beachhead for the follow-up convoys.

★ Comdr. James S. Willis, USN, Charleston, W. Va.: As commander of a task group during the attacks an Lae and Finschhafen he conducted successful landings of initial assault waves without the loss of a craft or damage to a single ship. He also led his task group in an effective bombardment of Japanese positions on New Guinea.

★ Lt. Comdr. Eugene P. Harris, (MC) USN, Houston, Tex.: As a medical officer attached to the 11th Amphibious Force during the invasion of Normandy, he was charged with the formation of the medical plan of this command and its application to the coast of France. His excellent planning and competent personal supervision of the evacuation of casualties from assault beaches contributed greatly to the operation.

★ Lt. Comdr. Eugene P. Rankin, USN, Sapulpa, Okla.: As commander of a patrol squadron operating in the Solomons and Bismarck Archipelago areas from 25 Nov. 1943 to 15 June 1944, he coordinated a system of attacks with surface craft which resulted in the annihilation of the Japanese barge fleet in the northern Solomons and New Ireland areas. His thorough training program was responsible in a large part for the success of his squadron in completing 1,777 night and day combat missions without loss of aircraft or personnel.

Lt. Comdr. Rankin

★ Lt. Comdr. Attilio A. Vischio, USNR, Brooklyn, N. Y.: As commanding officer of the USS *Arcturus* during the invasion of Italy he fought his vessel ably and efficiently during repeated heavy bombing attacks and brought her through without serious casualties to his command.

★ Lt. Comdr. Carver G. Walcott, (MC) USNR, Fenton, Mich.: While serving as medical officer aboard the USS *Biscayne* during the invasion of Italy he skillfully treated survivors of nearby stricken vessels despite the danger imposed by devasting enemy bombing attacks. By his competent handling of a difficult task for a long period of time with limited facilities he contributed to the saving of many lives.

★ Lt. Comdr. Sherman B. Wetmore, USNR, Galveston, Tex.: As commanding officer of the USS *Pilot* during the invasion of Italy he displayed expert seamanship under extremely hazardous conditions. In spite of navigational difficulties and the extreme danger of drifting mines, he successfully accomplished his dangerous missions, thereby enabling our ships to support effectively the assault forces in establishing their initial beachhead.

★ Lieut. Louis G. Johnson, USNR, Atlanta, Ga.: As commanding officer of the USS *LCT(5) 125* during the invasion of Italy he skillfully beached his ship and, despite heavy enemy fire, drove and pushed off his tanks and equipment, retracting and beaching at new points five times within an hour in order to confuse the enemy.

★ Lieut. John T. Manry III, USNR, Houston, Tex.: When attached to the USS *Biscayne* during the invasion of Italy he unhesitatingly led a fire-fighting party aboard a merchant ship which had been struck by an enemy bomb and set afire. Despite the peril of imminent explosions, he courageously directed the fire-fighting operations, eventually succeeding in controlling the flames.

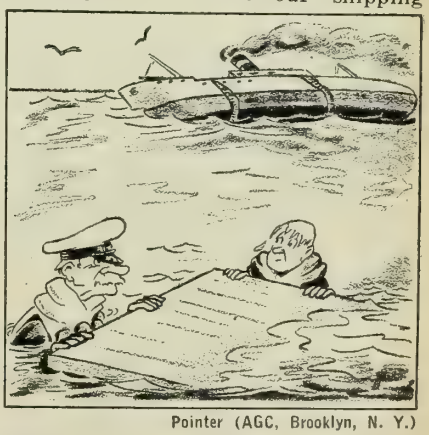
★ Lieut. Robert G. Osborne, USNR, Knoxville, Tenn.: Charged with the task of assisting in planning the gunfire support of landing operations during the invasion of Italy, he was largely responsible for the thorough training and indoctrination of the communication components of shore fire-control parties. He succeeded in reestablishing communications affecting the control of naval gunfire at a time when our forces were seriously threatened by enemy counterattacks.

★ Lieut. Lessley G. Pinkerton, USNR, Bartlesville, Okla.: As naval gunfire liaison officer of the 36th U. S. Infantry Division during the invasion of Italy he directed accurate and timely shore bombardments with courageous initiative and untiring effort, repulsing numerous enemy counterattacks and destroying important hostile targets prior to the landing of sufficient field artillery reinforcements.

★ Lieut. Clyde A. Scheidemantel Jr., USNR, Harmony, Pa.: When his landing craft was hit by an enemy shell during the invasion of Sicily rendering the port propeller inoperative, he skillfully directed temporary repairs. He succeeded in maintaining power for main propulsion, enabling his craft to return to her base despite fierce aerial and shelling attacks.

★ Lt. (jg) Joseph V. Amendolara, USNR, Youngstown, Ohio: As naval gunfire liaison officer attached to the 29th Division artillery during the invasion of Normandy, he effected the reorganization of shore fire-control parties at a time when enemy gunfire had caused severe casualties to equipment and personnel. When the LST on which he was embarked was prevented from beaching by hostile gunfire, he commandeered an LCVP and made his way ashore where he made possible the directing of naval gunfire in support of the troops on the beachhead.

★ Lt. (jg) Frank W. Laessle, USNR, Moorestown, N. J.: When fierce enemy bombing attacks left our shipping


Pointer (AGC, Brooklyn, N. Y.)

Skipper: "Still think it was a porpoise?"

badly damaged and burning during the invasion of Italy, he assumed charge of all salvage operations and skillfully supervised the fire fighting and repair work aboard the damaged vessels. Later, he labored tirelessly to assist in the removal of numerous sunken vessels in the port of Naples so that our ships were able to use the harbor.

★ Gunner Robert P. Burr, USNR, Pontiac, Mich. (posthumously): For outstanding courage and meritorious service, the nature of which cannot be revealed at this time.

★ George I. Mantere, CGM, USN, Newport, R. I.: As the leading petty officer to survive the sinking of the USS *Juneau*, he swam to a floating net, unrolled it and paddled around rescuing other survivors. He unselfishly watched over the wounded for three days until, unable to sit or lie down without pain, he transferred to a raft to help paddle toward shore. With many of the wounded swimming away or dying, the only surviving officer ill and the raft constantly circled by sharks he heroically continued his efforts to reach shore until the fifth day when planes appeared overhead and promised early rescue.

Mantere, CGM

Gold Star in Lieu of Second
SILVER STAR MEDAL

★ Comdr. Richard C. Lake, USN, Ligonier, Ind.: As commanding officer of a submarine during its second war patrol, he launched a deadly torpedo attack which resulted in the destruction of an escorted Japanese light cruiser.

★ Comdr. George G. Palmer, USN, Charleston, S. C.: As commanding officer of the USS *Harding* durng the assault on Normandy, he maneuvered his ship in under the blasting from enemy coastal defenses and withering machine-gun fire, enabling his main battery to deliver a heavy volume of close-support fire. The *Harding's* guns silenced German guns firing on our disembarked troops on the beaches and on landing craft carrying our invasion forces.

★ Lieut. Jack R. Crutchfield, USN, White Horse Beach, Mass. (posthumously): As diving, engineer and electrical officer aboard a submarine during her fourth, fifth and sixth war patrols, he maintained equipment in a high state of efficiency. His exceptional skill and courage contributed to the achievement of his ship in sinking seven Japanese vessels, including two destroyers, and in damaging two other ships.

★ Lieut. John H. Eichmann, USN, Boise, Idaho (posthumously): As navigator and executive officer aboard a submarine during her fifth and sixth patrols in the Pacific, he rendered invaluable service to his commanding officer in attacks on enemy surface forces and contributed essentially to the sinking of five Japanese ships.

SILVER STAR MEDAL

★ Capt. Jesse H. Carter, USN, Texarkana, Ark.: Commanding a destroyer squadron which was supporting amphibious operations against New Guinea, he kept up a withering barrage of antiaircraft fire which destroyed numerous Jap bombers and torpedo planes. His skillful maneuvering prevented serious damage to our units and inflicted disastrous losses upon the enemy. His thorough indoctrination of the men under his command contributed materially to our capture of Lae and Finschhafen.

★ Capt. (then Comdr.) Henry E. Ecles, USN, Flushing, N. Y.; Capt. (then Lt. Comdr.) John J. Hourihan, USN, Miami Fla., and Comdr. (then Lt. Comdr.) Jacob E. Cooper, USN, Brooklyn, N. Y.: As COs of destroyers during the Battle of the Java Sea, they went in boldly in the face of severe enemy fire to deliver a successful torpedo attack in two stages against the Japanese cruisers. This forced them to break off the attack and enabled the Allied ships to regain their battle formation.

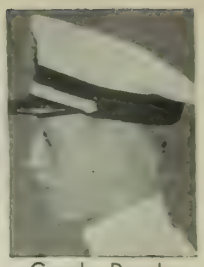
★ Capt. (then Comdr.) William D. Wright Jr., USN, Knoxville, Tenn.: As deputy commander of an assault group during the invasion of Normandy he remained under fire during the bitterest part of the assault, reorganizing and disposing his craft for maximum effectiveness and dispatching them to the beach. Upon relieving the task group commander he was placed in general charge afloat of the unloading of ferry craft and, by his organizational ability, tireless effort and experience, rapidly cleared the backlog of ships.

Capt. Wright

★ Comdr. Eugene C. Carusi, USNR, Washington, D. C.: As commander of the 6th Beach Battalion during the invasion of France he landed during the first stage of the assault when the fighting was severe and imposed an effective order on the beaches under his command at an early hour. His courage was equalled by his tireless devotion to duty in maintaining an efficient traffic to and from the beach.

Comdr. Carusi

★ Comdr. Glynn R. Donaho, USN, Nor mangee, Tex.: As commanding officer of a submarine during prolonged undersea operations in perilous hostile waters of the Pacific he pressed home relentless attacks with cool courage and outstanding ability, sinking an important amount of Japanese shipping.



Comdr. Donaho

★ Comdr. Lawrence C. Leever, USNR Ann Arbor, Mich.: Commanding the 7th Beach Battalion during the invasion of Normandy, he landed at the first stage of the assault when the fighting was most severe. Through his leadership and courage, he was able to maintain an efficient traffic to and from the beach.

★ Comdr. Harry H. McIllhenny, USN, Washington, N. C.; Comdr. (then Lt. Comdr.) James T. Smith, USN, Fayetteville, Tenn.; Comdr. (then Lt. Comdr.) Robert A. Theobald Jr., USN, Scarsdale, N. Y., and Comdr. James H. Ward, USN, San Francisco, Calif.: As commanding officers of destroyers in a task group returning from Finschhafen, New Guinea in September 1943, they were suddenly attacked by a formation of 10 Japanese torpedo bombers. They skillfully maneuvered clear of enemy torpedoes, inflicted severe losses on the Japanese, and brought their ships and convoy safely through the encounter with only slight damage from machine-gun fire.

★ Comdr. Byron H. Nowell, USN, Salt Lake City, Utah: As commanding officer of a submarine during its third war patrol, he made a series of aggressive attacks against a strongly escorted convoy and succeeded in sinking a Hatsuharu-class destroyer and a freighter, and in damaging a tanker.

★ Comdr. George G. Palmer, USN, Charleston, S. C.: As commanding officer of the USS *Harding* during the invasion of southern France, he led his ship into action with three other destroyers against five enemy E-boats that were attempting to break through and attack valuable shipping anchored inshore. He sank two of the enemy craft and recovered 12 prisoners, including the two captains.

★ Comdr. Edgar E. Stebbins, USN, Dallas, Tex.: Under his brilliant leadership as commander of a carrier-based air group in action at Truk, Saipan, Tinian, Palau and Woleai Islands, he and his pilots destroyed 135 enemy planes, sank or damaged an important amount of Japanese shipping and effectively bombed vital ground installations. He personally accounted for two hostile aircraft and served as target observer on three occasions, remaining over the target area several hours each day to provide the task force commander with accurate information.

★ Lt. Comdr. Edward P. Madley, USN, Coronado, Calif.: As assistant approach officer of a submarine, he displayed judgment and resourcefulness which were of great assistance to his commanding officer during attacks which resulted in the sinking or damaging of many thousands of tons of enemy shipping.

★ Lt. Comdr. James G. Reid, USNR, Knoxville, Tenn.: As a beachmaster during the assault on Normandy, he organized and operated two beaches, working under intense enemy fire. Working with limited personnel and equipment, he successfully operated both beaches for several hours until additional personnel reached him.

★ Lieut. Roy E. Butler, USN, Cambridge, Mass.: While in command of the *LST 3* during the invasion of Sicily, he beached his ship at San Stefano and was disembarking assault troops and unloading supplies when enemy aircraft scored a direct hit on his vessel, causing severe damage and many casualties. Throughout the following seven days he and his men worked tirelessly to save their ship and finally assured her eventual salvage.

★ Lieut. William T. Cogley, USNR, Brooklyn, N. Y.: While serving as a naval gunfire liaison officer during the invasion of Sicily he assisted in the control of shore bombardment in support of the 3d Infantry Division and by initiative and thorough knowledge of naval gunfire contributed materially to the rapid advance of the 7th Army along the north coast of Siciliy.

★ Lieut. John W. Detwiler, USNR, Grosse Point, Mich.: As commanding officer of the USS *LCI(L) 220* during the amphibious assault on Sicily when an enemy shell-burst made it impossible to retract the vessel from the uncharted sand bar on which she was grounded, he skillfully ran his craft across the sand bar and in the face of persistent shellfire and diveboming attacks, landed the embarked troops on the assigned beach.

★ Lieut. Walter G. Epply, (MC) USNR, Manchester, N. H. (posthumously): As officer-in-charge of a medical section of a beach party during the assault on Guam, he landed under heavy mortar and shell fire and directed the establishment of his medical station. He exposed himself continuously to terrific hostile fire while rendering aid to the many casualties on the beach. He was killed while administering plasma to a wounded marine whose life was saved as a result of the prompt and vital treatment.

★ Lieut. James W. Foristel, USNR, St. Louis, Mo.: As commanding officer of a sub chaser near Arawe on 15 Dec. 1943, he took his ship within range of a Japanese shore battery to carry out hazardous rescue operations at sea which resulted in the saving of many of our wounded. Later in the day, when attacked by six enemy fighters, he maneuvered his ship to avoid damage, at the same time shooting down one plane and forcing the others to retire (Nov. 1944 INFORMATION BULLETIN, p. 12).

★ Lieut. Lyman B. Fox, USNR, Sikeston, Mo.: As a beachmaster during the invasion of Normandy, he survived the sinking of a landing craft, but was wounded in the hand and chest and buried in a rock slide. On three or more occasions he refused evacuation as a casualty in order to remain with his men and direct the organization of his beach. Largely due to his efforts, his beach was opened to traffic early on 7 June.

Navy Cites Army Doctor For Service on Burning LST

An Army doctor, Capt. Cornelius A. Mahoney, (MC) USA, who served aboard the *LST 313* during the invasion of Sicily, has been awarded the Silver Star Medal by the Navy. When a fierce enemy attack left the vessel raging with fires and explosions, Captain Mahoney remained on board to assist in transferring all wounded to another ship, leaving the stricken vessel only when his task had been accomplished. His cool courage in the face of grave peril undoutbedly saved the lives of many men who otherwise might have perished.

★ Lieut. Paul H. Koren, (MC) USNR, Scarsdale, N. Y.: As medical officer of a beach battalion during the invasion of France, he landed on the beach at H-hour-plus-32-minutes and unhesitatingly took his station at the water's edge. At the constant risk of his life he exposed himself to terrific German machine-gun, rifle and artillery fire to minister to the wounded.

★ Lieut. Charles S. Potter, USNR, Washington, D. C.: While serving as a beachmaster during the landing behind enemy lines at Terranova, Sicily, 8 Aug. 1943, he volunteered to go ashore in darkness with the assault waves. He daringly crossed the beach under fire, and although the area was believed to be mined, courageously marked its exits and limits for subsequent waves.

★ Lieut. Wesley C. Vines, USNR, Avondale Estates, Ga.: As dispatching officer for the assault boat waves during the invasion of Salerno, Italy, he courageously assumed his post in an exposed position on the top deck of the *PC 559* and, in the face of severe, continuous fire from enemy shore batteries, skillfully directed the assembling and launching of assault craft for eight hours.

★ Lieut. Griffon C. Wakefield, USNR, Norfolk, Va.: As a naval gunfire liaison officer during the invasion of Normandy, he assumed the duties of spotter and battalion artillery liaison officer when these two officers were wounded. His able conduct of naval gunfire aided materially in the final capture of Montebourg.

★ Lt. (jg) Roy F. Beery Jr., USNR, Houston, Tex.: As naval gunfire liaison officer attached to the 16th Regimental Combat Team, 1st U. S. Infantry Division, during the assault on Normandy, he landed under intense fire and went forward with the assault troops with little regard for his personal safety. He directed naval gunfire on enemy installations with great skill and accuracy, thereby contributing valuable support to Allied troops in the capture of Surain.

★ Lt. (jg) Bennie Berger, USNR, Chicago, Ill.: As naval gunfire liaison officer during the assault on Normandy, he landed in the initial waves under extremely heavy enemy fire and directed cruiser fire in support of the 5th Ranger Battalion. Finding no officer with the 2nd Ranger Battalion fire control party, he took charge of both parties and organized successful communications.

★ Lt. (jg) Lester B. Billheimer, USNR, Oak Park, Ill.: As commanding officer of the *LCI (L) 188* during the invasion of Sicily, when his ship struck a sand bar while approaching the beach, he skillfully maneuvered her clear of the obstruction under heavy enemy gunfire and landed the troops on the designated beaches. During the invasion of Italy, he again beached his craft in record time to unload urgently needed men and supplies.

★ Lt. (jg) Phil H. Bucklew, USNR, Ashville, Ohio: As scout boat officer during the invasion of Italy, he embarked in a small kayak under cover of darkness and located a prearranged landing beach. In the face of intense enemy fire, he directed our attack forces to their proper landing point and maintained his exposed position until the mission had been completed.

★ Lt. (jg) Russell E. Carrico, USN, Davenport, Iowa (missing in action): Serving aboard a submarine in the Pacific, he ably assisted his commanding officer in delivering torpedo and gun attacks against enemy shipping, which resulted in the sinking and damaging of considerable tonnage. He fearlessly led a party from his sub aboard a Japanese freighter and captured the crew.

★ Lt. (jg) Coit M. Coker, USNR, Chapel Hill, N. C.: As a naval gunfire liaison officer during the invasion of France and the advance inland from 6 to 15 June 1944 he displayed marked bravery and knowledge in calling for and adjusting fire which aided materially in the advance on and capture of Grandcamp les Bains and Isigny.

★ Lt. (jg) Rumsey Ewing, USNR, St. Louis, Mo.: As commanding officer of a PT-boat along the north coast of New Guinea from September to December 1943, he carried out 30 offensive patrols against Japanese barge traffic and succeeded in sinking an enemy lugger and nine boats. When a PT-boat went aground in hostile territory off Vincke Point on the night of 2 October, he rescued the crew without casualty despite terrific fire from approximately 100 Japanese troops on shore.

★ Lt. (jg) John E. Goodrich, USNR, Oneonta, N. Y. (missing in action): As assistant to the officer in charge of the combat information center aboard the USS *Reid* while that vessel was serving as air guard ship for a group of six destroyers supporting the land-

News (NAS, Richmond, Fla.)

"They say Dr. Smith was in the Seabees."

ing at Finschhafen, he plotted and evaluated the positions of 60 attacking enemy planes so accurately that the bombing attacks were evaded and the ships were brought through without material damage.

★ Lt. (jg) Edward Kahan, USNR, Hazelton, Pa.: As a boat wave commander attached to the USS *Lyon* during the invasion of Italy he coolly and courageously directed the landing craft to the proper beaches under heavy gunfire. He maintained radio communication with the transport commander and kept salvage parties advised of the situation on the beaches.

★ Lt. (jg) Louis Kalmar, USNR, Osage, W. Va.: As naval gunfire liaison officer with the 4th Infantry Division during the assault on Normandy, he directed fire on the coastal battery at Crisbecq, assisting materially in its capture. When his spotter was wounded, he took over his duties and continued to direct naval gunfire in the final assault on Cherbourg.

★ Lt. (jg) George E. Loria, USNR, Detroit, Mich.: While attached to the USS *Lyon* during the invasion of Sicily he coolly and courageously carried out his perilous duties as traffic control officer. While under frequent bombing attacks by hostile aircraft he maintained radio communication with the transport commander and kept salvage parties accurately advised of the situation on the beaches.

★ Lt. (jg) Everett W. Pease, USNR, Sutter, Calif.: Acting as naval gunfire liaison officer with an infantry division during the invasion of Normandy, he took charge of an infantry unit and by his example of courage led them forward. The naval gunfire which he directed assisted materially in the capture of Cherbourg.

★ Lt. (jg) William D. Seidler, USNR, Montclair, N. J.: As boat officer of a support boat attached to the USS *Thomas Jefferson* during the invasion of Italy he skillfully escorted the first three waves of landing craft to their assigned positions, protecting them from the heavy defense fire of the enemy by furnishing accurate and destructive fire support. By his extreme bravery under the shattering hostile guns, he greatly assisted in the safe landing of the assault boats.

★ Lt. (jg) Ransom A. Teeter Jr., USNR, McGehee, Ark.: As commander of the first wave of landing craft attached to the USS *James O'Hara* during the invasion of Salerno, he effectively directed the retraction of all craft and supervised the expeditious unloading of cargo in support of our forces. He successfully completed his mission with a minimum of losses.

★ Ens. Gene M. Benedetti, USNR, Petaluma, Calif.: As officer-in-charge of an LCT which was a part of the spearhead of the invasion of Normandy, he pressed home his attack relentlessly. When the rudder cable broke about 2,000 yards off the beach, he righted his craft and landed under heavy fire which killed two men who were trying to lower the ramp so that the tanks could disembark. He then led a party of men to replace those killed and succeeded in retracting his craft with the ramp down.

★ Ens. Fred J. Cannastra, USNR, Schenectady, N. Y.: As a naval gunfire liaison officer during the assault on France, he took over the duties of gunfire spotter when this officer was killed, in addition to his own. Under heavy fire he conducted naval gunfire support to assist the advancing infantry and materially assisted in the capture of Montebourg.

★ Ens. (then CSM) Edward W. Epps, USN, Prince George, Va.: While attached to the *SC 639* en route to Salerno, Italy, on 8 Sept. 1943, he manned a 50-mm. gun during a surprise attack by 10 enemy fighter-bombers and shot down one of the planes.

★ Ens. Eugene A. Fehlig, USNR, St. Louis, Mo.: While attached to the 116th Regimental Combat Team as naval gunfire liaison officer during the assault on France, he was desperately wounded as he reached the beach. However, he crawled out under enemy fire to drag a wounded comrade back to comparative safety and was wounded twice more during the rescue.

★ Ens. Robert B. Gilfert, USNR, Erie, Pa.: As commanding officer of the *LCT (6) 540* during the invasion of Normandy, he landed his craft against heavy enemy gunfire and discharged his tanks, then reported for his second responsibility—the receiving and transportation of assault vehicles to the assault beach. Although several of his small crew lay dead, his ship badly holed by enemy gunfire and the unloading equipment damaged, he proceeded with his task without question.

★ Ens. John J. Vogel, USN, Thiells, N. Y.: In charge of a salvage party from the USS *Lyon* during the invasion of Italy he coolly and efficiently directed his men in clearing the assault beaches of numerous broached and damaged landing craft in order to expedite the steady flow of essential Army supplies.

★ John A. Jacobson, CBM, USNR, Oakland, Calif. (posthumously): As chief petty officer of a naval combat demolition unit during the invasion of Normandy, he was assigned the perilous mission of landing on the Omaha beach at a given moment and blowing a 50-yard gap in enemy-placed obstacles. Although the task appeared impossible due to intense German artillery and rifle fire, he attempted to place the main firing ring around the enemy obstructions. He was killed before he could complete his task, but the surviving members of his crew completed the mission.

★ A. C. Maguire, MM1c, USNR, Hoboken, N. J.: As a member of Naval Combat Demolition Unit No. 128 he landed during the invasion of France at H-hour plus-one and in the face of heavy enemy artillery and small arms fire was separated from his officer and crew. Instead of seeking cover, he succeeded in laying charges and blowing a gap of 25 yards width in enemy beach obstacles before high tide made further work impossible.

★ James W. Chandler, GM2c, USN, Denton, Tex. (posthumously): Attached to the *LST 289* when she was attacked off the coast of England by German E-boats in April 1944, he was stationed at the fog generator of the fantail. By his timely warning and courage in the face of grave peril, he saved the lives of many shipmates.

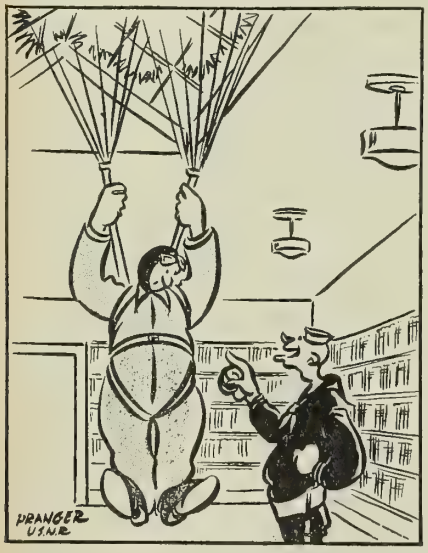
★ Edgar P. Lesperance, EM2c, USNR, Milwaukee, Wisc.: When his ship, the USS *Skill*, was sunk in the Gulf of Salerno he remained at his station in the after engine room and immediately went to the assistance of an unconscious man, carrying him up the ladder to safety. He then entered a flaming compartment to rescue another shipmate and, throughout the remaining period of time, rendered all possible aid to others, contributing materially to the probable saving of many lives.

★ Thomas J. O'Malley, EM2c, USNR, Dorchester, Mass.: Attached to the *LCT(5) 125* during the invasion of Salerno, Italy, he courageously drove vehicles to the assault beach under withering enemy gunfire. He returned to the ship to repeat the operation while the craft retracted and made five separate beachings in order to evade devasting enemy shellfire.

O'Malley, EM2c

★ Milton P. Weatherford, GM2c, USNR, Salisbury, N. C. (posthumously): As a member of a naval combat demolition unit during the assault on Normandy, he landed on the beach at the appointed hour. While attempting to blow a 50-yard gap in beach obstacles under intense artillery and rifle fire, he was killed before completing his task.

★ Desmond P. Fitzgerald, EM3c, USNR Springfield, Mass., and Burd J. Kaufman, GM3c, USN, Gordon, Pa.: When the ramp of the *LCT(5) 221* became imbedded in deep sand during the landing at Salerno, Italy, they were undeterred by machine-gun fire and, despite painful wounds, continued to assist in extricating the vehicles until every one had been placed ashore. Their grim determination contributed materially to the success of the invasion.



Hoist (NTC, San Diego)

"You'll need a no-duty slip to be in her during working hours."

★ Henry R. Beausoleil, S1c, USNR, Nashua, N. H.: While serving aboard the USS *Skill* when that vessel was sunk off the Gulf of Salerno he was thrown overboard by the force of the initial explosion but, despite the fires which raged on the stricken vessel, immediately returned aboard. Fearlessly entering the forward engine room, he helped several critically injured men to abandon ship, continuing his efforts until a few moments before the *Skill* capsized and sank.

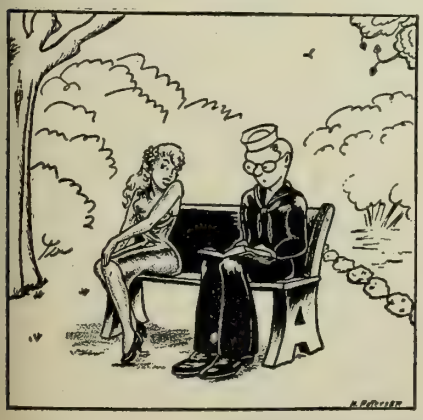
★ James H. Blackman, S1c, USN, Princeton, N. C. (posthumously): Attached to an LCT during the invasion of Normandy, he and two shipmates volunteered to go over the bow in the face of almost certain hostile fire and test the depth of the water in order to insure the safe disembarking of Army personnel and vehicles. As the ramp of the vessel was lowered, he lost his life in a valiant effort to carry out the mission.

Gold Star in Lieu of Second
DISTINGUISHED FLYING CROSS

★ Lt. Comdr. Rolla S. Lemmon, USN, Long Beach, Calif. (missing in action): As executive officer of a carrier-based fighter squadron near the Kazan Islands, he led a small formation of fighters against a numerically superior force of enemy bombers attempting to close in on one of our task groups. He accounted for one of the seven planes destroyed by his formation before he himself was forced down.

★ Lieut. Merl W. Davenport, USNR, Detroit, Mich.: As division leader of a fighter squadron operating in the Solomon Islands and the Bismark Archipelago from 26 Jan. to 7 March 1944 he took part in 31 combat missions over Japanese territory. His superior airmanship and excellent teamwork contributed materially to the success of these missions.

★ Lieut. Mayo A. Hadden Jr., USNR, Holland, Mich.: While participating in a fighter sweep over the Japanese base at Saipan on 22 Feb. 1944, he was ordered to cover other planes of his flight and many enemy fighters were encountered, eight of which were shot down. He personally shot down three enemy fighters in flames.



Hoist (NTC, San Diego)

"Don't you ever get tired of reading the Bluejacket's Manual?"

DISTINGUISHED FLYING CROSS

★ Lt. Comdr. Richard M. Swenson, USN, Kansas City, Mo. (missing in action): As a pilot of Torpedo Squadron 24 attached to an aircraft carrier he led numerous vital bombing strikes against enemy shipping, airfields and installations. In support of landing operations at Hollandia he pressed home powerful attacks in the face of persistent antiaircraft fire, accurately releasing his bombs at perilously low altitudes.

★ Lieut. John M. Armitage, USNR, Fairfax, Calif. (posthumously): Among the first to volunteer for tests in the development of aircraft rockets, he repeatedly risked his life to make hazardous experimental flights in various types of planes carrying rocket ammunition. He was killed at the Naval Ordnance Test Station, Inyokern, Calif., on 21 August 1944 while testing an early development of the Navy's largest aircraft rocket.

★ Lieut. Hulon R. Blakeney, USN, Warrington, Fla.: As patrol plane commander of a Ventura he volunteered with his crew to make daylight photo-reconnaissance flights to the northern Kurils. On 29 May 1944, with full realization of the danger involved, and without escort, he made his first daylight sortie over Paramushiru and Shimushu. On 31 May he made a second unescorted daylight sortie and on this occasion was successful in obtaining excellent photographs of hitherto undiscovered and important installations.

★ Lieut. Robert R. Butler, USNR, Oakland, Calif. (missing in action): Leading a fighter sweep over Iwo Jima, he attacked two groups of intercepting aircraft and, despite the hazards of a low ceiling, personally accounted for three of the 33 planes destroyed by his flight. In a fighter-bomber mission over the same area later, he assisted in destroying 33 Jap fighters in combat and approximately 40 on the ground.

★ Lieut. James G. Leonard, USNR, Island City, Ore. (missing in action): As a fighter pilot attached to a bombing squadron in the central and Southwest Pacific from January to June 1944 he was gallant and daring in many combat missions against hostile shipping, supply dumps and gun positions. He attacked a large cargo ship in Tanapag harbor, Saipan, and, diving low, bombed the vessel accurately and skillfully, contributing materially to her final destruction.

★ Lieut. Niles R. Siebert, USNR, Canada, Kans. (posthumously): Acting as flight leader during a strike against a Japanese airfield in the vicinity of the Marianas on 24 June 1944, he flew in boldly in the face of intense and accurate antiaircraft fire to bomb assigned targets. He fiercely pressed home his attacks, destroying a runway and numerous installations.

★ Lieut. Paul Sorenson, USNR, Muskegon, Mich.: As pilot of a fighter plane in action against a German submarine in the Atlantic during March 1944 he pressed home two vigorous strafing runs in the face of intense antiaircraft fire, silenced the enemy deck guns, demolished the periscope and started fires and explosions of ready ammunition. Subsequent appearance of an oil slick enabled our forces to locate and destroy the submarine the next day.

★ Lieut. Ernest W. Wood, USNR, Sacramento, Calif.: As a pilot of Torpedo Squadron 24 attached to an aircraft carrier he made a single-handed attack on an enemy destroyer escort in Palau harbor, scoring two direct hits which immediately sank the ship. Later, flying in support of the landings at Hollandia and in attacks on Truk and the Nomoi Islands he contributed materially to the damage inflicted on grounded aircraft, service facilities and installations.

★ Lieut. (jg) Carl Burkhardt, USN, Coronado, Calif. (posthumously): Flying his patrol plane through darkness and heavy rain, he established contact with a Japanese submarine and launched a vigorous and daring attack, which resulted in probable damage to the enemy craft.

★ Lieut. (jg) Conrad Elliott, USNR, Houston, Tex. (missing in action): As pilot of a carrier-based fighter plane in action against enemy forces in the Marianas he pressed home an accurate, powerful bombing and strafing attack on a valuable enemy convoy, scoring a near miss on a cargo ship and setting a destroyer on fire. When his small flight engaged a numerically superior force over Iwo Jima he personally accounted for one of 17 Japanese planes destroyed by his formation.

★ Lt. (jg) Grover C. Hannever, USNR, Providence, R. I.; Ens. Eugene L. Coupe, USNR, Nebraska City, Neb.; Ens. Robert Tehan, USNR, St. Louis, Mo.; Howard C. Brandon, ACR, USN, Lithonia, Ga.; Clyde A. Smith, ACMM, USN, Harvard, Idaho; Gordon G. Merrick, AOM1c, USNR, Memphis, Mich.; John R. Van Horn, AMM1c, USNR, Niagara Falls, N. Y.; Donald W.

Acorn Action (AATD, Port Hueneme, Calif.)

"No, no, Fairbanks! Roger, George, Mike are names of flags!"

DISTINGUISHED FLYING CROSS (cont.)

Gardner, ARM2c, USNR, Howard, S. D., and Joseph Mihalsky, S1c, USN, Whiting, Ind. (all posthumously): While participating in a flight of a heavy bomber on a special antisubmarine mission they carried out their duties with expert skill and untiring effort, thereby assuring the eventual destruction of the enemy vessel.

★ Lt. (jg) Frank R. Hayde Jr., USNR, Kansas City, Mo. (missing in action): Directed to intercept a numerically superior force of enemy fighters during our invasion of the Marianas, he hurled his fighter plane into the midst of the Japanese formation and sent three Jap planes crashing into the sea.

★ Lt. (jg) Paul D. Searles, USNR, Portland, Oreg. (missing in action): As a technical observer in a carrier-based torpedo plane, he accompanied his squadron commander in the initial pre-dawn raid on Marcus Island and displayed brilliant technical skill in locating the target despite clouds, darkness, rain and fierce enemy opposition. His skill insured the success of the flight in starting fires among grounded aircraft which guided other planes in subsequent attacks.

★ Lt. (jg) Jack H. Wells, USNR, Lynden, Wash. (missing in action): As section leader of a carrier-based divebombing squadron, he participated in a hazardous strike against units of the Japanese fleet west of the Marianas. In the face of tremendous antiaircraft fire of all calibers, he scored a direct hit with his bomb load on a large enemy carrier.

★ Ens. John O. Ellsworth, USNR, Kingston, N. Y. (posthumously): As a pilot attached to a fighter squadron operating in the Solomon Islands and Bismarck Archipelago areas from 27 Oct. 1943 to 8 March 1944 he took part in 71 combat missions over Japanese territory. His courageous conduct, excellent teamwork and superior airmanship contributed materially to the success of all missions.

★ Ens. Roy J. O'Neal, USNR, Springfield, Ohio (missing in action): Piloting a fighter plane in a sweep over Iwo Jima he climbed to attack two large groups of hostile aircraft and, despite the hazards of a low ceiling, personally accounted for three of 33 enemy planes destroyed by his flight. In a fighter-bomber mission over the same area he assisted in destroying 33 Japanese fighters in combat and approximately 40 planes on the ground.

★ Ens. Theodore W. Sterling, USNR, Trenton, N. J. (posthumously): As pilot of a carrier-based torpedo plane in action in the vicinity of the Marianas Islands, he scored two rocket hits on a cargo vessel, leaving it burning and out of control. During a raid on Iwo Jima, his plane was hit by antiaircraft fire which severed an oil line as he approached the target. Although aware that a forced landing was inevitable, he made a daring bombing and strafing run on a group of parked aircraft, inflicting severe damage on the planes.

★ Raymond A. Wickham, ARM2c, USNR, Burbank, Calif.: As a rear seat gunner in combat against an enemy fleet on 20 June 1944, he assisted in a determined divebombing attack on an enemy carrier. Using his radio equipment with great skill, he assisted his pilot in locating their carrier at night when their plane was extremely low on gas.

Wickham, ARM2c

NAVY AND MARINE CORPS MEDAL

★ Lieut. Richard D. Mansfield, USNR, Somerville, Mass. (posthumously): When a Navy scout bomber crashed into the water while attempting to land on a carrier, he dived over the side into the extremely cold water and proceeded to one of the survivors. Tying a line around the exhausted man, he swam with him toward the ship. Finding the survivor too benumbed to assist himself in any way, he clasped him with his legs and maintained his hold as they were hauled on board.

★ Lieut. Arthur L. Newman, USN, Annapolis, Md. (posthumously): As executive officer of the USS *Truxton* when she foundered off the coast of Newfoundland on 18 Feb. 1942, he exposed himself to powerful wind and subzero temperature to carry out all orders. His self-sacrificing efforts on behalf of others were largely responsible for the rescue of those who survived the eventual destruction of the *Truxton.*

★ Lt. (jg) Thomas M. Leovy Jr., USNR, San Diego, Calif. (posthumously): As commander of the armed guard aboard the SS *Examelia* when that vessel was sunk 9 Oct. 1942, he swam to a capsized life boat, assisted in righting it and rescuing 14 survivors. The courageous group were eventually picked up and taken to a South African port. Again under submarine attack after embarking on the SS *Zaandam* for repatriation, he remained steadfast to the last on the after gun station of the rapidly sinking ship. Succeeding in getting away as the ship went down he gave his life belt to another who was unable to swim and gallantly refused to get aboard a crowded and badly damaged life boat.

★ Lt. (jg) Julian J. Walilko, USNR, Paterson, N. J.: When the destroyer in which he was serving during the invasion of Sicily was rammed and a boiler explosion was imminent, he made repeated trips to the flooded fireroom and skillfully assisted in plugging a hole in the bulkhead which made it possible to bring the flooding under control. His prompt action materially aided in saving the ship.

★ Ens. Robert E. Huffman, USNR, Compton, Calif: When a fully loaded gasoline truck accidentally became ignited at the Naval Air Station, Quonset Point, R. I., on 1 May 1943, he sounded the alarm, obtained a fire extinguisher and successfully fought the spreading flames. His timely action undoubtedly prevented a disastrous explosion.

★ Ens. Oliver Mollet, USN, La Feria, Tex.: In charge of the forward engine room of a destroyer which was rammed during the invasion of Sicily, he skillfully supervised the securing of the engineering plant and instituted damage-control measures. Working for hours in a partially flooded compartment filled with smoke and steam, he refused to leave his station until the flooding was under control.

★ Ens. Howard W. Taylor, USNR, Kenosha, Wis. (posthumously): When a crew member fell into the icy waters during the foundering of the USS *Truxtun* on 18 Feb. 1942, he fearlessly dived over the side and fought through a treacherous, pounding surf to return the man safely aboard. His courage and initiative saved the life of a man who otherwise might have perished.

★ Ens. (then CMoMM) William C. VanKirk, USN, Coeur d'Alene, Idaho: While serving in a submarine during a fire, he entered a confined, debris-

Army Decorates Three Navy Enlisted Men

The Army's Silver Star Medal and two Soldier's Medals have been awarded to three Navy enlisted men. Joseph A. Tammany, PhM3c, USNR, New York, N. Y., received the Silver Star Medal for gallantry in action at Guadalcanal on 22 Jan. 1943. Attached to a machine-gun platoon, he exposed himself to enemy machine-gun and sniper fire to assist and remove from danger wounded men of his and other units, with utter disregard for his own safety.

Ronald C. Brady, S2c, USN, Glendale, Calif., and Roy A. Stembler, S2c, USN, West Hempstead, N. Y., who received the Soldier's Medal, went to the aid of an Army pilot who had parachuted into South San Francisco Bay on 20 Dec. 1943. At the risk of their lives they swam 1,000 yards in extremely cold water to the exhausted and nearly unconscious pilot. They pulled him onto a plank and paddled toward shore until a small boat came to the rescue.

Beam (NATB, Corpus Christi, Tex.)

"Put up quite a battle, don't they?"

filled compartment and assisted in the removal of an injured man. Although suffering from smoke and gas, he heentered the compartment and removed another man who was seriously injured and unconscious.

★ Charles B. Chapman, CWT, USN, Chickasaw, Ala.: In charge of a fireroom of a destroyer when it was rammed during the invasion of Sicily, he remained in the fireroom until all boilers were secured, thereby preventing an explosion and probable loss of life. He returned to the compartment later and rendered valuable assistance in effecting repairs which brought the flooding of the fireroom under control.

★ James A. Clifton, CBM, USNR, Norfolk, Va.: As a member of the beach party which rescued the crew of a U. S. warship aground off Tenaga Island, Alaska, when a highline carried away and a man was thrown into the water he promptly manned and launched a small home-made boat, although he had no life jacket. Courageously maneuvering the frail craft through tumultous surf, he assisted in hauling the injured man into the boat and returned him safely to the beach.

★ Robert E. Dennehy, CBM, USNR, Washington, D. C.: When a flying bomb made a direct hit on a civilian office building at a naval advanced amphibious maintenance base on 21 July 1944, he was badly shocked by blast and practically deafened. However, he made the rounds of all huts and quarters to determine the extent of damage and casualties before consenting to medical treatment. He was then ordered to sick bay where he collapsed from shock and exhaustion.

★ John Urquhart, CMM, USN, Springfield, Mass.: When the destroyer in which he was serving was rammed during the invasion of Sicily, he crawled in darkness through steam, smoke and debris in order to reach deck-operated valves and isolate a damaged fireroom. Later he entered a flooded compartment and worked under water in extreme danger to supervise temporary repairs which were a decisive factor in saving the ship.

★ Eugene M. Riggleman, CM1c, USNR, Bridgedale, La.: As a member of the 6th Beach Battalion during the invasion of Normandy, he swam 50 yards out to sea under direct enemy artillery fire and against a strong tide to rescue a coxswain of an LCVP, which was disabled and sinking. In spite of a direct hit on the craft while he was aboard, he brought the man safely ashore.

Topics (NT&DC, San Diego)

Heroism 55 Years Ago Rewarded With Medal

A Navy and Marine Corps Medal has been awarded to a former Navy man for saving a shipmate's life 55 years ago.

Richard L. Lewis, of Seattle, Wash., who was discharged in 1918 as a boatswain's mate first class, wrote to the Navy Department recently to find out if he was entitled to wear a ribbon for a letter of commendation he received in 1889 for saving the life of a shipmate who fell overboard. After a review of the case it was decided to award Lewis the Navy and Marine Corps Medal.

★ Lavon R. Hendrickson, RM2c, USN, Hobbs, N. M., and Thomas J. Bright, Cox., USNR, East Boston, Mass.: Serving aboard a seaplane tender in June 1943 when it was involved in a collision at sea, they noticed that one member of the crew had been thrown overboard and was struggling helplessly in the heavy swells. Hendrickson leaped over the side with a life buoy and line and fought his way to the man's side, but lost the line to the ship. Bright then jumped over the side with a line and dragged the helpless crewmen back to safety.

★ William Mesquita, SM2c, USNR, Clarksburg, Calif. (posthumously): Attached to a beach battalion during the invasion of Normandy, he swam to the beach and assisted in caring for wounded and signaled warnings to approaching landing craft. He rushed out on the open beach under a withering fire and payed out rope to a shipmate who was swimming out to rescue two wounded men on a wrecked craft. After the line was tied about one of the wounded soldiers, he coolly brought him to shore as German bullets whipped the water about him.

★ William A. Derosa, Bkr3c, USNR, New York, N. Y. (posthumously): While serving in the USS *Pollux* when she was stranded on a rocky shore, he was a member of the crew of a motor whaleboat which proceeded through heavy seas during freezing temperatures and successfully ran a line from the vessel to shore. Despite immersion in icy water while landing, he scaled a cliff and endeavored to walk three miles over rough terrain to summon assistance.

★ John B. Hawkins, St3c, USNR, Oklahoma City, Okla. (posthumously): When the rowboat in which he and three small boys were rowing was violently rocked by a passing launch near Plymouth, England, on 11 Aug. 1944, and one of the boys fell overboard, he jumped in the water despite his inability as a swimmer and struggled to save his young companion. He managed to keep the boy's head above water until a rescue boat arrived, but was lost himself before the rescuers could reach him.

★ John J. Miller, MoMM3c, USNR, Michigan City, Ind.: Unhesitatingly going to the aid of a seaman who had fallen overboard while attempting to secure an LCM to a buoy in the waters off a U. S. Navy base on 5 Aug. 1944, he dived over the side and succeeded in reaching and supporting the violently struggling man until they were both hauled aboard by a line thrown from a rescue boat.

★ Herbert C. Reinhardsen, PhM3c, USN, Westchester, N. Y.: Although not attached to the Naval Magazine, Port Chicago, Calif., on the occasion of an explosion on 17 July 1944, he volunteered to enter an area made dangerous by burning ammunition boxcars and worked tirelessly to bring the flames under control. He contributed to the prevention of further explosions and possible loss of life.

★ Morris K. Eagan, Cox., USNR, Phoenix, Ariz.: While attached to an LCM in the waters off New Guinea on 3 May 1944 he unhesitatingly went to the aid of a shipmate who had been thrown overboard during a severe gale. He dove into the raging seas, swam to the dazed and helpless man and, with the aid of a life ring, returned him to the ship.

★ Frank A. Spiller, Cox., USNR, Alliance, Ohio: When the USS *Glennon* struck a mine, he was thrown from a compartment up and out through a break in the deck. Although wounded himself, he returned to the compartment and succeeded in removing three wounded men, leaving just before the compartment became submerged.

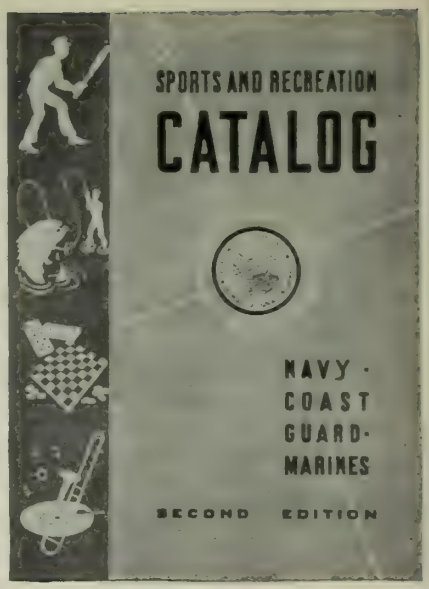
★ Bruce E. McLaughlin, S1c, USNR, Chicago, Ill.: While attached to NTC Gulfport, Miss., he saved the lives of three trainee companions when their sailboat capsized during a storm on 13 Aug. 1944. Leaving his friends clinging to the loosened mast, he negotiated a six-hour swim through choppy seas and sent crash boats to their rescue.

★ John P. Sweeney, S1c, (now AS, V-12) USNR, Rockville, Conn.: When a Navy scout bomber crashed into the water while attempting to land on the flight deck of a carrier during the night of 3 April 1944, he dived into the water and swam to the point where he had last sighted the pilot. Unable to locate the pilot, he swam around the ship to the opposite side and assisted another volunteer swimmer in the rescue of the other survivor.

Mainsheet (NTC, Bainbridge, Md.)

WHAT	WHO IS ELIGIBLE	HOW OBTAINED
WELFARE AND RECREATION ALLOTMENT Allotment of funds under appropriation "Welfare and Recreation, Navy"	All Navy and Marine Corps activities including Navy vessels manned by Coast Guard personnel	1. NAVAL VESSELS: (a) Vessels assigned to the Fleet; BuPers provides annual allotment. (b) Vessels assigned to naval districts or bases; from the command to which assigned by reallocation. 2. NAVAL DISTRICTS, RIVER COMMANDS, AIR FUNCTIONAL TRAINING COMMANDS: From BuPers request. (a) Naval activities assigned to naval districts, river commands and air functional training command reallocation from command to which assigned. 3. MARINE CORPS ACTIVITIES: (a) Within naval districts by reallocation from the commandant of naval district. (b) Fleet Marine Force by reallocation from the Commandant of the Marine Corps. 4. ADVANCE BASE UNITS: Upon request to BuPers prior to departure from U. S., initial allotment is gra (Except LIONS, CUBS, ACORNS, STANDARD LANDING CRAFT UNITS, and PT-BOAT BASES which granted automatically by BuPers upon promulgation of movement order by CNO). Annual allotment is gra by fleet or area commander. 5. CONSTRUCTION BATTALIONS: Prior to embarkation from the United States, construction battalions granted their commissioning allotments by either the U. S. Naval Construction Replacement Depot, Camp P Shoemaker, California, or U. S. Naval Construction Training Center, Camp Elliott, Davisville, Rhode Is After departure from the continental U. S. construction battalions receive their welfare and recreation a ment from the fleet or area commander to which they are assigned. 6. FLEET AND AREA COMMANDERS: Upon request to BuPers. 7. AIR ACTIVITIES ASSIGNED TO THE FLEET: Air groups, squadrons, and units are granted allotm by reallocation from ComAirLant and ComAirPac. NOTE: Coast Guard vessels and activities obtain allotments through District Coast Guard Officer under a priation "Pay and Allowances, 1750900.004, Coast Guard, subhead 27."
SPORTS, GAMES, AND MUSIC EQUIPMENT	All Navy, Marine Corps and Coast Guard Activities	A. **NAVY ACTIVITIES** 1. Forces Ashore: Use BuS&A Requisition Form 76. Request in writing to SOinC of nearest of following Supply Depots: Newport, R. I.; Bayonne, N. J.; Norfolk, Va.; New Orleans, La.; Oakland, Calif.; Seattle, W San Diego, Calif.; Pearl Harbor, T. H. (Requests in excess of $1,000 must be forwarded to BuPers for appro 2. Forces Afloat (including naval vessels manned by Coast Guard personnel): Same as above but use Bu Requisition Form 44. (Area commander designates channels through which requisition goes to SOinC.) B. **COAST GUARD ACTIVITIES** Apply to morale officer of district to which activity is attached. C. **MARINE CORPS ACTIVITIES** (1) Purchases wih official funds made through nearest purchasing quartermaster using BuS&A Requis Forms 76 or 76A. (2) Purchases with unofficial funds made direct from naval supply depots: if above $1,000 via BuPers.
V-DISC KITS 12" Phonograph records of music designed to suit all tastes	All Navy, Marine Corps and Coast Guard activities outside United States; hospitals within the United States treating battle casualties	Submit request to BuPers.
AFRS TRANSCRIPTIONS 16" phonograph records of transcriptions of major radio network shows, and special talent programs manufactured to play on turntable which turns at 33⅓ rpm.	All Navy, Marine Corps and Coast Guard activities outside the United States	Activities outside the United States submit request to either Commander, Service Force, Atlantic Fleet; mander, Subordinate Command, Service Force, Pacific Fleet, or nearest fleet motion-picture exchange.
PERIODICAL SUBCRIPTIONS Subscriptions to magazines are the responsibility of each activity. There is no package distribution of magazines. **SPECIAL ATTENTION invited to "Notes" on this subject.**	All Navy, Marine Corps and Coast Guard Activities	A. **NAVY ACTIVITIES** If to be paid under appropriation, "Welfare and Recreation, Navy," or appropriation, "Ship's Stores Prof submit requisition to nearest Navy purchasing office. If to be paid with ship or station unappropriated w funds, place order direct with publisher or distributor. B. **COAST GUARD ACTIVITIES** Ordered by commanding officer direct from publisher or distributor. C. **MARINE CORPS ACTIVITIES** (1) Purchased by quartermaster out of general funds for activity when formed. (2) If to be paid with official funds requisitions to be submitted to nearest Marine purchasing quartermast (3) If to be paid with unofficial funds place order direct with publisher or distributor.
LIBRARY BOOKS	All Navy and Marine Corps activities including navy vessels manned by Coast Guard personnel	Commissioning libraries supplied by BuPers to all units. Monthly shipments of hard-backed books are generally by mail without request to all units of more than 100 personnel. Paper-backed Armed Services Edi of 32 to 40 titles mailed monthly at the rate of one set to each 150 men of crew to all units afloat overseas, not within continental U. S. Replacement of worn-out material should be requested from Bu Marine Corps units formerly supplied through field depots are now supplied direct.
USO-CAMP SHOWS, INC. **On Shore Within U. S.:** Victory Circuit Blue Circuit White Circuit (west coast), 11th, 12th, 13th NDs. Hospital Circuit Hospital Sketching Circuit **Overseas**	All Navy, Marine Corps and Coast Guard activities, complements of 1,500 or over All Navy, Marine Corps and Coast Guard activities with complements of less than 1,500 Those hospitals carrying a preponderance of Navy, Marine Corps and Coast Guard personnel deemed eligible by BuMed All Navy, Marine Corps and Coast Guard activities ashore and afloat sharing equitably with Army	By request from the commanding officer to the commandant of the district involved, stating complement, ities and desired frequency of performance. Once declared eligible for the hospital circuit or hospital sketching circuit, acceptance of subject entertain and details pertaining thereto should be handled by the medical officer in command directly with USO- Shows, Inc. with information copy to the Chief of Naval Personnel. Through contact by naval area commander with commanding general of same area. All routings of ove units handled by Army.
SHIP AND STATION PAPERS	All Navy, Marine Corps and Coast Guard Activities	By request through official channels to SecNav via Chief of Naval Personnel.
ENTERTAINMENT MOTION PICTURES	All Navy, Marine Corps and Coast Guard Activities	1. Outside Continental United States (a) 35-mm. Navy Motion Picture Service—Obtain film from nearest fleet motion-picture exchange or exchange. (b) 16-mm. (not available to activities and vessels equipped with 35-mm. projectors)—obtain through n Navy or Army overseas 16-mm. motion-picture film exchange or sub-exchange. 2. Within Continental U. S. **(35-mm. only)** (a) Vessels in port. (1) Navy Motion Picture Service—Obtain film from nearest shore-based motion-picture exchange or exchange, or nearest fleet motion-picture exchange or sub-exchange. (b) Shore activities (1) Optional Naval District Motion Picture Plan (2) Navy Motion Picture Service—Obtain film from Navy Motion Picture Exchange, New York, N. Y. or Motion Picture Exchange, San Diego, Calif.
MOTION PICTURE PROJECTION EQUIPMENT	All Navy, Marine Corps and Coast Guard Activities	A. **NAVY ACTIVITIES** Ships and shore activities are supplied 35-mm. and 16-mm. projection equipment in accordance with an au ized allowance list. Activities not so supplied may submit requests to BuShips for consideration. Replacements by official request to BuShips. Requests involving 16-mm. equipment should go via BuPers B. **COAST GUARD ACTIVITIES** under the jurisdiction of a District Coast Guard Officer will submit req for motion-picture projection equipment to the district morale officer. C. **MARINE CORPS ACTIVITIES** will send requests for 16-mm. equipment to Quartermaster General o Marine Corps: for 35-mm. to BuShips via Commandant Marine Corps.

METHOD OF PAYMENT	REFERENCE	NOTES
	BuPers Manual, Art. E-7401 to E-7411, incl. BuPers ltr. Pers-524-gm L1-2-150 of 8 June 1944. BuS&A Manual, Art. 940. Circ. Ltr. No. 132-42 (corrected) (NDB, cum. ed., 31 Dec. 1943.) Circ. Ltr. No. 163-42 (corrected) (NDB, cum. ed., 31 Dec. 1943.)	Naval vessels to be commissioned receive their allotments from BuPers as follows: destroyers and larger, 3 months prior to the commissioning date; other vessels, 1 month prior to the commissioning date. BuPers allots annually a lump sum to the Commandant of the Marine Corps for reallocation to units of the air and ground personnel of the Fleet Marine Force. BuPers grants direct allotments to naval vessels in commission and manned by Coast Guard personnel in the same manner as other naval vessels. The allotments granted fleet and area commanders are to provide for the welfare and recreational needs of their staffs, construction battalions, base hospitals, advance base units, (including craft attached thereto) and other naval establishments under their command.
y—Charge to Appropriation, "Welfare and Recreation, ,," or "Ship's Store Profits," or purchase with unappro-ted "Welfare" funds by check drawn in favor of Treasurer he United States. t Guard—Charge to Appropriation Pay and Allowances, 0900.004, Coast Guard, Sub Head No. 27; or purchase unappropriated "Morale" funds by check drawn in favor reasurer of the United States. ine Corps—Charge to Appropriation "Welfare and Rec-ion, Navy"; or purchase with unappropriated "Recreation" ls by check drawn in favor of Treasurer of the United es.	(a) Joint ltr. Pers-1012-PL P10-(A) BuS&A No. P10-1(3) of 16 July 1943. (b) Sports — Games — Music Catalog; Navy, Coast Guard, Marines. (c) Coast Guard Hq. Circular 209.	Newest edition of the catalogue will be distributed about 1 Jan. 1945 to all ship and shore activities in commission on that date. Requests for additional copies should be addressed to BuPers.
e as for "Sports, Games, and Music Equipment" above.	BuPers Circ. Ltr. 154-44 (NDB, 31 May 1944, 44-631).	All kits in one monthly release of V-Discs contain the same assortment of 20 records each.
ide United States, no charge.	BuPers Circ. Ltr. 236-44 (NDB, 31 Aug. 1944, 44-1001).	Turntables attached to 35 mm. strip film projector will play AFRS transcriptions. A limited quantity of turntables are distributed through the two service forces. The number of transcriptions available for distribution is limited. RADIOS: Radio receiving sets are in stock at all naval supply depots. Shore activities may obtain sets in the same manner as described under "Sports, Games and Music Equipment . . . How Obtained," above. Radio receiving sets for ships are under the cognizance of BuShips.
e as for "Sports, Games and Music Equipment," above, pt checks (drawn on unappropriated funds) to be made ble to publisher or distributor.	BuS&A Manual, Art. 1086, par. 41. BuS&A Manual, Art. 1550.	For selection of magazines and newspapers attention is directed to SecNav ltr. P9-1 of 24 Aug. 1944 (NDB, 31 Aug. 1944, 44-962). The following magazine overseas editions are published: New Yorker, Time, Life, Newsweek, The Infantry Journal, Inside Detective, Modern Screen, Reader's Digest, The Sporting News. New York Times Overseas Weekly is available where printed overseas. Mats sent airmail overseas to such points as Army and Navy may designate for reproduction by Army or Navy where letterpress is available. Or copies may be obtained from N. Y. Times direct (write Times for details).
hout charge.	BuPers Manual, Part E. Chapter 6.	Armed Services Editions (paper-bound books) are provided for recreation and are expendable. They should be passed from man to man. Books may be exchanged between libraries by mutual agreement. Non-receipt of books should be reported to BuPers.
hout charge. hout charge. hout charge.	(a) BuPers ltr. NAV-1477-jbs P10-2(60) of 27 March 1942. (b) BuPers ltr. Pers-2232-EC P10-2(60) of 14 Oct. 1942. (c) BuPers ltr. Pers-2231-MT P10-2 of 2 June 1943. (d) BuPers ltr. Pers-2231-VD P10-2 of 24 June 1943. (e) BuPers ltr. Pers-521-oh P10-2 of 3 Dec. 1943. (f) BuPers ltr. Pers-521-oh P10-2 of 24 April 1944. (g) BuPers ltr. Pers-521-sf P10-2 of 29 April 1944. (h) BuPers ltr. Pers-51-REB N33 of 5 Sept. 1944. (i) BuPers Circ. Ltr. No. 216-44 Pers-5-RI P21 dated 31 July 1944 with encl. 1, Joint Statement of Policy of Secretaries of War and Navy of 5 July 1944.	Transportation as specified in ref. (e) and (h). Hospital Circuit: Transportation as specified in ref. (g). Hospital Sketching Circuit: Transportation as specified in ref. (f). Army furnishes transportation to and from area. Local transportation within area, meals and housing accommodations furnished by naval activity serviced.
ial appropriation, "Welfare and Recreation, Navy," from 's store profits or from unappropriated funds.	(a) BuPers Manual E-7601 through E-7604 (as corrected by BuPers Manual Circ. Ltr. No. 24-44 of 15 April 1944).	
charge for duration of present war to all ships and activi- outside continental U. S. mm. film is the gift of the motion-picture industry to armed forces thru the War Activities Committee. ment for film under Optional Plan direct to commercial exchanges from unappropriated funds. activities within continental U. S.: essments for Navy Motion Picture Service from either ropriated or unappropriated funds.	(a) Instructions, Navy Motion Picture Film and Projecting Equipment, 1940. (b) BuPers Manual, Part E, Chapter 7, Sec. 3. (c) BuPers ltr. Pers-2217-MT S85-1 of 17 June 1943. (d) BuPers ltr. Pers-51131-sf EN4-3(P) of 28 Sept. 1944. (e) BuPers Circ. Ltr. 242-44 (NDB, 31 Aug. 1944, 44-1005). (f) BuPers ltr. Pers-511-VD S85-1 of 22 Sept. 1944. (g) BuPers ltr. Pers-2231-oh S85-1 of 28 Aug. 1943. (h) Article 1443, Advance changes U. S. Navy Regs., Op13-1C-jc, Ser. 315013, 15 Sept. 1944 (NDB, 15 Sept. 1944, 44-1052).	The success of the Navy Motion Picture Service which supplies 35-mm. film depends upon the rapidity with which motion picture programs are circulated. Failure to keep programs moving will result in bogging down of the entire system. Plans are now being formulated for the establishment of naval liaison units in all Army overseas motion-picture exchanges, and such additional Navy exchanges as may be necessary to properly service naval activities ashore and afloat outside continental U. S. with the 16-mm. gift film.
hout charge.	(a) BuNav ltr. Nav-147-RNC S85-1(8287) of 9 Sept. 1941. (b) BuPers Manual, Part E, Chapter 7, Sec. 3, Art. E-7309. (c) NavAer-TF-22-8 dated Sept. 1944. (Catalog of U. S. Navy Training Film.)	



SOMETHING TO WATCH FOR

New Catalog Shows Equipment Available

The second edition of the Navy Sports-Game-Music Catalog, telling what's available and what's new in the way of recreational equipment for personnel of the Navy, Coast Guard and Marine Corps is now coming off the press. Distribution to COs of all ships and stations is scheduled to begin about 15 Jan. 1945.

Included also this year is information on movies and libraries.

With the benefit of experience gained in the use of such gear thus far during the war, BuPers is introducing with the catalog several items designed to withstand tropical climates, including tennis balls and handballs pressure-packed in tins for longer life overseas; tennis rackets strung with nylon (and nylon for restringing); rubber-covered, mildew-resistant softballs, basketballs, footballs and volleyballs.

Other innovations include synthetic rubber golf balls as lively as and weighing the same as the standard natural-rubber product, and a new kind of swivel for the strap hanger on punching bags, designed to make the strap hanger last 20 times longer.

The catalog tells how ships and stations with damaged athletic equipment may now send it in for repair to one of the two Naval Athletic Renovating Depots, at Camp Peary, Williamsburg, Va., and Terminal Island, San Pedro, Calif.

The latest catalog also features:

- Overseas-model radio that brings in programs on five bands, good anywhere in the world.
- Dual-speed phonograph—78 r.p.m., for V-Discs and phonograph records; 33⅓ r.p.m., for AFRS recordings and the public address system—with microphone, detachable speaker and 60 feet of cord.
- Eighteen string and brass musical instruments (the first edition of the catalog offered only pianos).

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL

OFFICER-TRAINING PROGRAMS STEPPED UP

2,000 Enlisted Men In New V-12 Quota; V-7 Rules Modified

Approximately 2,000 enlisted men will be selected to enter the Navy V-12 program for assignment to college training beginning 1 July 1945. It is expected that these men will ultimately be transferred to NROTC.

This quota compares with 1,000 new V-12s for the term which started 1 Nov. 1944 and none at all for the term beginning 1 March 1945.

Simultaneously with the announcement on V-12, last month, BuPers also revised qualifications for assignment to V-7 for midshipman training, lowering the age minimum from 20 years to 19 and modifying the physical requirements. Instructions for V-7 are contained in BuPers Circ. Ltr. 373-44 (NDB, 15 Dec. 1944, 44-1407), those for V-12 in BuPers Circ. Ltr. 374-44 (NDB, 15 Dec. 1944, 44-1403).

V-12 Requirements

In the case of V-12 applicants, the directive stresses that *no waivers of any kind* will be considered, and all candidates must meet the following requirements:

GENERAL: Be an unmarried male citizen of the U. S. (and agree to remain unmarried until commissioned or otherwise separated from the program); be less than 23 years of age on 1 July 1945, and be on active duty.

ACADEMIC: Be a high school graduate or have been in attendance at, or accepted by, an accredited university or college; have successfully completed high school or college algebra and plane geometry, and possess a GCT score sufficiently high to indicate fitness for college training.

PHYSICAL: Be no taller than 6 feet 4 inches, nor shorter than 5 feet 5½ inches; have 18/20 vision in each eye, correctable to 20/20, with color perception normal; and have 20 vital permanent teeth. Other physical qualifications are as set forth in Chapter 11, Section I, Art. 1402, Manual of the Medical Department.

V-12 candidates may express preference for type of duty (deck, engineering, supply), and no men in this increment, regardless of previous experience or education, will be permitted to pursue premedical or predental training.

As men who have successfully finished more than two years of college work are eligible for the V-7 program, they may not be recommended for the V-12 program. Likewise men who have previously been separated from an officer-candidate program for reasons other than flight failure must have completed six months' sea duty before being eligible for assignment or reassignment to the V-12 program.

Quotas are to be established for candidates serving with various commands at sea or beyond the continental limits of the U. S., as well as for continental shore establishments.

V-7 Requirements

The instructions for the Class V-7 program contain the following two principal revisions in requirements:

(1) Candidates must be at least 19 years of age (the minimum had been 20) and under 30 on the date application is submitted.

(2) Candidates must meet physical requirements for appointment as ensign, D(L), USNR, as prescribed by the Manual of the Medical Department, Chapter 11, for commission in the line of the Navy. In cases of unusually well qualified applicants, waivers of minor nonorganic physical defects may be granted at the discretion of the Chief of Naval Personnel.

Among other requirements, V-7 applicants must have completed successfully eight semesters in, or possess a bachelor's degree from, an accredited university or college; or have completed successfully six semesters of work toward a degree and been on active duty four months; or have completed successfully four semesters and been on active duty eight months, and should have completed successfully two one-semester courses in college mathematics.

Applicants previously separated from any officer-candidate training program in any service must complete six months' sea duty before being eligible for transfer to V-7. Aviation cadets dropped from training by reason of flight failure may be considered without the six months' sea duty.

Applications for transfer to V-7 may be forwarded two months prior to completion of active duty requirement. Letters should include statement of business experience which might be relevant in passing upon qualifications. Applicants desirous of training at the Navy Supply Corps School should so state, and applicants who have had two or more years of college work with a major in business administration or related subjects or naval experience as storekeeper will generally be considered to possess an appropriate background for assignment to such training.

Selected V-7 candidates may at the discretion of BuPers be ordered to academic refresher units for a period not to exceed 16 weeks (depending upon individual needs) for appropriate academic review courses. At these units candidates will retain present rating, but upon reporting to reserve midshipmen's school they will be transferred to, or enlisted in, the rating of apprentice seamen, USNR. Following an indoctrination period of about 30 days, candidates will be appointed reserve midshipmen (temporary) and continue in training for approximately three months.

Students found deficient academically, physically or in officer-like qualities *at any time* during the training period will revert to enlisted status and be returned to general duty in the rating previously held. Candidates who successfully complete the course will be qualified for appointment as ensigns, USNR, and will be appointed provided vacancies exist in the classifications for which they are qualified.

The directive calls attention to the fact that provisions for dependency allowance will continue while at the refresher unit and during the indoctrination period at the reserve midshipmen's school. However, no provision for dependency allowance will be made during the three-month period in which successful applicants are reserve midshipmen.

Enlisted personnel interested in either of these officer-training programs may consult the appropriate directive for complete details on qualifications and procedure for filing applications.

Men Separated from Flight Training in Good Standing Now May Be Readmitted

A considerable number of aviation cadets and student aviation pilots who were separated from the flight training program since June 1944, when the scheduled future output of aviators was drastically reduced, will be able to reenter the program in the spring of 1945.

Recent studies of probable future requirements, made in the light of later experiences, indicate the necessity of increasing the scheduled future output to a level midway between the levels in effect before and after the June 1944 cutback. The increase has been directed by Cominch.

In order to return to the program, former students must have been in good standing at the time of separation. Students will be returned as nearly in the order of their separation as circumstances will permit and will be reentered into the training pro-

gram at a stage commensurate with their previous progress in training.

Individual applications for return are not required. Lists of those eligible are being prepared from records maintained by the Chief of Naval Air Primary Training. Orders for return to the program will be issued by BuPers. Compliance with the orders will be subject to the individual being found fully qualified and desiring return to the flight training program.

Former students who may have been assigned to reserve midshipman training will not be returned to flight training until they have completed the reserve midshipman course and have been commissioned. If then returned to flight training, they will undergo such training as commissioned officers. Other former students, who, upon separation, were assigned to Class A schools, will not be returned to flight training before they have graduated from the school to which assigned.

The June 1944 cutback (July 1944 INFORMATION BULLETIN, p. 69) affected some 7,000 aviation cadets and student aviation pilots in the preflight and prior stages of flight training. It was emphasized, at the time, that the men affected were deselected or had voluntarily withdrawn solely as the result of quota restrictions, and the following entry was made in their service records:

"Separated from flight training training while in good standing and solely as a result of quota restrictions. Is fully qualified and is recommended for reassignment to flight training at a later date, if so recommended by his commanding officer, under any service quotas which may be established in the future."

For details see BuPers circular letters on this subject in Navy Department Bulletin of 31 Dec. 1944.

Veterans Now Have 90 Days To Apply for Former Jobs

Legislation extending to 90 days the period within which a veteran may apply for reinstatement in his former position became law on 8 Dec. 1944. Under the earlier provisions of the Selective Training and Service Act the time limit was 40 days.

The new amendment further provides that application may be made within 90 days following release from hospitalization, provided such hospitalization follows immediately after separation from the service and extends for a period of not more than one year from date of separation.

Veterans separated from service prior to enactment of this legislation may still take advantage of the 90-day provision, Selective Service has announced, provided the date of their discharge or release was not earlier than 9 Sept. 1944 (90 days before the law was amended).

Personnel to be Invited To Contribute to Fund For Navy Relief Society

In a letter of 1 Dec. 1944 Admiral Ernest J. King, USN, Cominch and CNO, announced to the naval service that the two weeks of 1 to 15 Feb. 1944 have been set aside as the period during which contributions to the Navy Relief Society from officers and men of the naval service, both afloat and ashore, will be gratefully received.

The purpose of the Navy Relief Society, the letter points out, is to provide assistance in times of emergency for Navy, Marine Corps and Coast Guard personnel, their dependents and the dependents of deceased servicemen and women. Financial assistance is generally rendered in the form of loans without interest, which are repayable in small monthly allotments, thus replenishing funds to help other service personnel when in need. As of 31 Oct. 1944 outstanding loans amounted to $2,016,965.48.

Activities of the society during the first 10 months of 1944 included:

- Assistance with information and advice involving no financial expenditure, 54,594 cases.
- Gratuities (outright grants), 17,016 cases amounting to $718,389.14.
- Loans for hospital and medical care of dependents, 15,639 cases amounting to $850,846.76.
- Loans for all other purposes other than medical care of dependents, 58,895 cases amounting to $2,707,-332.60.

Although the letter states that contributions will be gratefully received, it does not make an appeal for large contributions. It suggests that the following minimum annual scale to be used as a guide:

Commissioned officers of and above rank of commander....	$5.00
Commissioned officers, all others	2.50
Warrant officers	2.00
Petty officers	1.50
All others	0.50

For details see Cominch and CNO letter of 1 Dec. 1944 to all ships and stations (NDB, 15 Dec. 1944, 44-1380).

Naval Personnel Directed To Refrain from Speculation Indicating Early End of War

The Secretary of the Navy has directed all naval personnel to comply with the text of the following letter from President Roosevelt to the Secretary, dated 1 Dec. 1944:

"At a most critical time, when production of essential supplies vital to the war effort must be kept at a high level, speculative public statements by responsible military and civilian public officials at home and abroad indicating an early termination of the war tend to curtail production of essential war materials. It is highly necessary that this condition be remedied and to this end all government officials are directed to refrain from such public statement."

SecNav's letter, quoting the President's letter, was dated 7 Dec. 1944 (OOR-B1 (64488)).

Board to Consider Transfer To Regular Navy of Reserve And Temporary Officers

In line with other postwar studies now being conducted in the Navy, a board has been appointed by the Secretary of the Navy to study and make recommendations for the transfer of Naval Reserve and temporary officers to permanent commissioned rank in the regular Navy.

The board, of which Rear Admiral Laurance T. DuBose, USN, is senior member, is to make a comprehensive study of the employment, assignment and relationship of reserve and temporary officers with those of the regular Navy. In addition, the group will consider what schools or courses should be made available to reserve and temporary officers selected for permanent commissions in the regular Navy to place them on the same footing as all other regular Navy officers in competing for future promotions. The board will study the broad questions of specialist and EDO (engineering duty only) officers, as well as consider other allied subjects.

The report of the board is to be submitted to Vice Admiral Randall Jacobs, USN, the Chief of Naval Personnel, for further transmittal to Secretary Forrestal.

The following members have been named to the board: Capt. Francis P. Old, USN; Capt. William R. Terrell, USN; Capt. Thomas U. Sisson, USN; Capt. Ross F. Collins, USNR; Capt. Luis DeFlorez, USNR; Capt. Richard R. McNulty, USNR; Capt. Lewis L. Strauss, USNR; Capt. John S. Leister, (CEC) USNR; Capt. Thomas B. Magath, (MC) USNR; Comdr. Louis M. Harris, (MC) USN; Comdr. Thurmond Chatham, USNR; Comdr. James L. Knipe, USNR; Lt. Comdr. Bernhard H. Bieri Jr., (SC) USN; Lt. Comdr. Harlan F. Winn, (CEC) USN; Lt. Comdr. Ward Cheney, USNR; Lt. Comdr. William S. Cowles, USNR; Lt. Comdr. Barklie M. Henry, USNR; Lt. Comdr. Alexander M. White, USNR: Lt. Comdr. John A. Mayer, USNR; and Ens. Earl F. Colton, USNR, who will act as recorder for the board. Lt. Col. Arnold F. Johnston, USMC, and Lt. Comdr. John V. Borden (DC), USN, will represent the Marine Corps and Dental Corps at the meetings of the Board.

THE BULLETIN BOARD

Employment of Officers On Terminal Leave Is Regulated by Law

Reserve officers whose active-duty status is being terminated at their own request, either by resignation or request for release, are ordinarily granted the accumulated leave standing to their credit. However, with respect to their activities while on terminal leave, the orders effecting their release state that ". . . while wearing civilian clothes, you are authorized to engage in any occupation not contrary to law, which does not involve employment by the Federal Government."

A number of statutes currently in force restrict the activities in which naval officers, as distinct from civilians, may engage. Violating these statutes may involve loss of pay or penal sanctions. Among them are laws:

- Making it unlawful for an officer on the active list to accept employment with any person or company furnishing naval supplies or war materials to the Government (U.S. Code, Title 34, Sect. 883).
- Prohibiting officers from acting as attorney or agent in the prosecution of claims against the U. S. or representing any person in any case in which the U. S. is a party or directly or indirectly interested (U.S. Code, Title 18. Sect. 198 and 203).
- Prohibiting officers from giving or receiving anything of value when the consideration for it is the procurement of a contract with, or any office or position in the employ of, the Government (U.S. Code, Title 18, Sect. 202).
- Prohibiting any officer whose duty involves disposition of surplus property from being employed during a period of active duty or for two years thereafter as counsel, attorney, agent or representative in connection with any matter involving disposition of surplus property by the Navy (Pub. Law 457—78th Congress).

The following laws concerning Government employment affect officers on active duty (including terminal leave):*

- Prohibiting the acceptance of compensation from two or more Government sources for the same period where the combined *annual* salaries would exceed $2,000 (U.S. Code, Title 5, Sect. 58).
- Prohibiting the acceptance of any federal office or position by any officer whose annual compensation amounts to $2,500 (U.S. Code, Title 5, Sect. 62).
- Providing for the separation from the service of an officer who accepts appointment in the diplomatic or consular service (U.S. Code, Title 34, Sect. 226).
- Prohibiting officers from being elected or appointed to office in any Territory of the U. S. (U.S. Code, Title 48, Sect. 1460).

The list above, while it cannot be guaranteed all-inclusive, is printed here as a matter of information. Officers are also referred to Section 853(b), Title 34 U. S. Code, for its possible bearing on the applicability of these statutes to Naval Reserve officers.

Inasmuch as the Navy Department cannot in advance specifically advise an officer on the legality of any activity in which he proposes to engage while on terminal leave, the responsibility of determining that is solely the officer's. In all cases, officers are referred to the laws themselves and, where doubt exists, to competent civilian counsel.

* A bill is now before Congress (H.R. 4434) to provide for payment for accumulated leave to military or naval personnel entering Government employment before expiration of their terminal leave. If this is passed, it will be reported in the INFORMATION BULLETIN.

Navy Unit Commendation And Ribbon Authorized

The President has approved establishment of a unit citation, junior to the Presidential Unit Citation, to be known as the Navy Unit Commendation.

The new citation, announced by Alnav No. 224 on 18 Dec. 1944, is to be awarded by the Secretary of the Navy to any ship, aircraft, detachment or other naval unit for outstanding heroism in action with the enemy, but not sufficient to earn the Presidential citation; or for extremely meritorious service in support of military operations not involving combat.

The unit's service must be comparable to that which merits award of the Silver Star Medal or Legion of Merit to an individual. Normal duty under ordinary war hazards, extended period of duty or a large number of combat missions does not alone justify the award. A large unit is not to be commended for the action of one or more of its component parts. And no unit, or part thereof, is to receive both the Presidential and new Navy citation for the same act or service.

No authority for award of the commendation is delegated. Recommendations will be forwarded to SecNav via channels as in the case of the Presidential citation.

The new commendation's ribbon is to be of silk moire 1⅜" wide by ½" long (standard Navy size), consisting of colored stripes from the right edge as follows: ⅛" royal blue cable number 70087, ⅛" Spanish yellow cable number 70068, ⅛" cardinal red cable number 70081, ⅝" myrtle green cable number 70065, ⅛" cardinal red, ⅛" Spanish yellow and ⅛" royal blue of same cable numbers as before. It will be worn immediately after the Presidential Unit Citation ribbon.

Limited Duty May Be Given Enlisted Men Disabled in Action or Combat Areas

Enlisted men of the Navy who are not physically qualified to perform all duties of their rating because of disabilities resulting from wounds received in action or disease incurred in combat areas may be retained in the service for limited duty.

To be retained, a man's services must be desired and his record must be favorable, his disability must be of such a nature as not to interfere with his performing useful duty and it must be determined that retention on active duty is not likely to aggravate his disability.

Men retained in the service under such conditions will be eligible for advancement in rating. If regular Navy men, they will not be discharged at expiration of enlistment with a view to immediate reenlistment until a waiver of their physical defect has been approved by BuPers. They may be reexamined at any time with a view to restoration to a full-duty status. If unable to carry on with their duties, or their services are no longer required, they may be brought before a board of medical survey for recommendation as to disposition.

For details see joint BuPers-BuMed ltr. to all ships and stations dated 21 Nov. 1944 (NDB, 30 Nov. 1944, 44-1345).

New Waves Garrison Cap May Be Worn 15 January

The new garrison cap for Waves, details of which were reported in the December 1944 INFORMATION BULLETIN, p. 77, has been authorized for wearing by both officers and enlisted personnel either on or off the station as of 15 Jan. 1945.

Tin Fish (NTTR, Montauk, L. I., N. Y.)

"Where do we get our sea legs?"

THE BULLETIN BOARD

Income Tax Information and Assistance Made Available To All Naval Personnel

To assist naval personnel in preparing Federal income tax returns for 1944 and declarations of estimated tax for 1945, a comprehensive booklet, "Federal Income Tax Information," has been issued by BuS&A and mailed to supply and legal assistance officers of all ships and stations.

The booklet provides such information as: who, where and by whom returns must be filed; how to prepare the return; exemptions and deductions which may be taken by service personnel; instructions concerning the filing of declarations of estimated tax, as well as a tax table and surtax rates.

In most instances, personnel may consult the booklet by contacting the local supply or legal assistance officer.

Naval personnel are not excused from filing Federal income tax returns and estimated income reports solely because they are on active duty in the armed forces. The rule is that every individual citizen or resident of the U. S., whether single or married, must file a return if his gross income for 1944 was $500 or more. Rental and subsistence allowances and $1,500 of active service pay are excluded from gross income, however. Thus a serviceman is not required to file a return if he had no income other than his service pay *and* if his active service pay was less than $2,000.

Although, under certain circumstances, a member of the armed forces on active duty may arrange to postpone the *payment* of his tax until six months after the war, his return must be filed not later than 15 March 1945 if he is serving within the U. S. Personnel serving overseas or at sea may defer both filing a return and paying the tax until the 15th day of the fourth month following the month of return to the U. S.

It should be noted that tax payers who have filed an original declaration of estimated tax for 1944 in an amount less than 80% of what their final 1944 tax will be, should file an amended declaration increasing their estimate to the amount of their final tax on or before 15 Jan. 1945. However, the tax payer may file his final return for 1944 by 15 Jan. 1945 in lieu of an amended declaration.

In some commands local tax offices have furnished deputies to assist service personnel in the preparation of tax forms, and in key places they have conducted schools for legal assistance officers and Supply Corps officers and others to enable them to deal with income tax problems. For example, in BuS&A, Washington, D. C., officers and civilian personnel with legal or accounting tax experience are serving as tax consultants in offices especially designated where Navy and Navy Department personnel may receive assistance in the preparation of their tax returns. Other activities may consider it feasible to inaugurate a similar service.

Where information is not available at overseas stations, personnel may unofficially request help from the Professional Assistant to the Paymaster General, Tax Section, Bureau of Supplies and Accounts, Washington 25, D. C.

Additional Naval Personnel Eligible for Army Award For Philippine Defense

In recognition of their services in the defense of the Philippines, all naval and Marine Corps personnel attached to and serving with the staff of Commander Submarines, U. S. Asiatic Fleet, in the Philippines during the period of 26 to 31 Dec. 1941, have been declared eligible for the Army Distinguished Unit Badge, as have officers and enlisted personnel attached to and serving aboard the following ships during the same period:

Permit	*Salmon*
Pickerel	*Saury*
Pike	*Sculpin*
Porpoise	*Seal*
S-36	*Seawolf*
S-37	*Skipjack*
S-38	*Stingray*
S-39	*Sturgeon*
S-40	*Swordfish*
S-41	*Tarpon*

Personnel in the above categories are in addition to those previously declared eligible, under provisions of BuPers Circ. Ltr. 239-44 (NDB, 31 Aug. 1944, 44-1004), reported in the October 1944 INFORMATION BULLETIN, page 70.

As provided by BuPers Circ. Ltr. 361-44 (NDB, 30 Nov. 1944, 44-1335), personnel eligible for the award may submit applications to the Chief of Naval Personnel, via official channels. Applications previously submitted need not be renewed.

Seahorse (SCTC, Terminal Island, Calif.)

"Ah-hah! Just as I expected."

Insignia Authorized for Minecraft Enlisted Men

The shoulder insignia shown here has been approved for enlisted personnel serving in minecraft. The border is a bright blue band, the mine (and its anchor cable) black with yellow horns against a background of blue sea and yellow sky. The lightning-like streaks from the mine are red.

The insignia is to be worn on the left sleeve, with the top of the insignia one-half inch below the shoulder seam. It may not be worn in the presence of enemy ground forces or at any time when the senior officer present considers that its wearing might endanger the security of the command.

Authorization to wear the insignia, which terminates upon detachment from minecraft units, is to be entered in each enlisted man's service record.

These regulations are contained in BuPers Circ. Ltr. 368-44 (NDB, 15 Dec. 1944, 44-1399).

Special Forms Provided For Changing Beneficiary On Government Insurance

Because some personnel have confused what constitutes a change in beneficiary for Government insurance, BuPers Circ. Ltr. 357-44 (NDB, 30 Nov. 1944, 44-1331) calls attention to the fact that the beneficiary information asked for on such forms as the service record, fitness report, confidential data sheet for naval aviators and A-V(N) beneficiary form were not intended to be used to indicate such a change.

Personnel with National Service Life Insurance (the type of Government insurance issued to service men and women in this war) who wish to make a change in the beneficiary should use Veterans Administration Insurance Form 336, or provide the Veterans Administration, Washington 25, D. C., complete information by letter over the signature of the insured.

In the case of World War I veterans and others holding U. S. Government Life Insurance, the Veterans Administration Form 724 may be filled out and submitted to the Veterans Administration along with the policy to accomplish a change in beneficiary, or a letter giving complete details over the signature of the insured may be submitted. If the policy is not available, an explanation for failure to comply with instructions is to accompany the request for a change in beneficiary.

THE BULLETIN BOARD

Personnel on Leave From Civilian Jobs Urged to Keep In Touch With Employer

It has been brought to the attention of BuPers that certain civilian industries whose employees are now on military leave to serve in the armed forces desire up-to-date information regarding the whereabouts and qualifications of their employees. This information is desired in connection with proposed plans for reemploying military personnel in industry in the postwar period.

It is recommended that all naval personnel who are on military leave from civilian positions communicate periodically with their employers, informing them of any change of address or change in qualifications for postwar employment. It is believed that the receipt of this information will be a great aid to employers in postwar planning to reabsorb their former employees when they have been discharged from service.

Employers who to date have requested information are:

- Lockheed Aircraft Corporation, Burbank, Calif.
- The Murray Company, Dallas 1, Texas.
- Lanston Monotype Machine Company, 24th at Locust Street, Philadelphia 3, Pa.

New Ruling Clarifies Policy on Per Diem

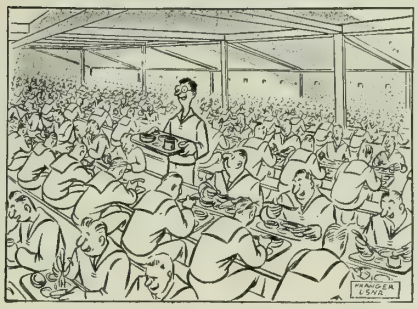
Rulings which limit officers' rights to per diem while traveling on Government-owned vessels and while on temporary duty on board vessels being fitted out have been promulgated by the Comptroller General (Decision B-44497, 7 Nov. 1944).

The decision provides that even though no lodging or messing facilities are available for officers traveling on Government-owned vessels (including such small craft as towboats, launches, etc.), no per diem can be allowed under provisions of Section 12 of the Pay Readjustment Act of 1942. This act specifically limits officers to reimbursement for actual and necessary expenses when traveling on Government-owned vessels for which no transportation is charged.

Another part of the decision applies to per diem questions which arise in circumstances such as those illustrated by this hypothetical case:

A vessel which is being built in "X" shipyard is placed in commission before it is completed, and then ferried to "Z" shipyard for further work, where upon arrival it is placed out of commission.

If, for instance, an officer had orders for temporary duty aboard the vessel at "X" shipyard, and those orders *specified that he would draw per diem*, he would be entitled to the per diem until the ship moved, at which time his temporary orders would terminate. If the new temporary orders for duty aboard the vessel at "Z" shipyard failed to specify that he was to receive per diem, he would not be entitled to it. Since per diem cannot be made retroactive to cover a period during which per diem payments *were intended but not specified*, he would be entitled to payments for only those days for which his orders specifically called for per diem.



Hoist (NTC, San Diego)

"May I be excused, gentlemen?"

Beige Hose Approved For Navy Nurse Corps

THE following changes in uniform regulations for the Navy Nurse Corps have recently been approved:

- Beige hose, instead of black, are authorized for wearing with all Nurse Corps uniforms except the indoor duty dress, with which white hose continue to be worn.
- Black or white gloves, depending on the uniform with which worn, are substituted for the grey gloves previously authorized. Black hose and grey gloves now in possession may, however, be worn until no longer serviceable.
- Garrison caps, which may be worn optionally, are to match in color the uniform or coat with which they are worn.

These changes are included in a compilation of all current uniform regulations for the Navy Nurse Corps in BuPers Circ. Ltr. 377-44 (NDB, 15 Dec. 1944, 44-1406). Material contained in this directive will also serve as the new Chapter XIV of U. S. Navy Uniform Regulations, 1941.

Liberalized Plans Set up For Settling NSI Policies

Important new liberalizations in the method of settling claims for National Service Life Insurance are outlined in a recent joint BuPers-BuS&A letter.

One of the changes mentioned in the letter (NDB, 15 Nov. 1944, 14-1293) is the Refund Life Income Plan. This plan, applicable to NSI policies held by service personnel, enables policy holders to select a guaranteed monthly income to be paid to the beneficiary for a specified number of months, the amount and number of the monthly payments being determined by the age of the beneficiary. If the beneficiary dies before the expiration of this guaranteed period, the remaining installments are to be paid monthly to a contingent beneficiary. If, however, the principal beneficiary lives beyond the number of months provided for by the plan, the payments continue throughout his or her lifetime.

This Refund Life Income Plan may be selected by the insured or, at the time of his death, by the beneficiary. In the latter case, the request must be made prior to the payment of the first monthly income check to the beneficiary. If the *insured* chooses the Refund Life Income Plan, the beneficiary cannot change this; but if the insured makes no request, the beneficiary may choose the plan of settlement.

Another change, applicable only to NSI policies which have been converted from the 5-year level premium term plan, provides that when there is no beneficiary within the permitted class, to receive payments under the policy, the *cash value* plus accumulated dividends (minus any indebtedness on the policy) may be paid in a lump sum to the estate of the deceased (unless the estate of the insured would escheat under the laws of his place of residence).

Personnel who desire information as to how these changes affect their own circumstances may obtain advice from their Benefits and Insurance officers.

THESE SPECIALTY MARKS for the two ratings designated have been authorized by BuPers Circ. Ltr. 363-44 (NDB, 30 Nov. 1944, 44-1337). The ABM rating was established by BuPers Circ. Ltr. 268-44 (NDB, 15 Sept. 1944, 44-1074); the MaM rating, to replace specialist (M), by BuPers. Circ. Ltr. 263-44 (NDB, 15 Sept. 1944, 44-1069). For details see October 1944 INFORMATION BULLETIN, *pp. 65 and 71.*

THE BULLETIN BOARD

Enlisted Waves May Request Transfer to New Station After Two Years of Duty

Enlisted women who have been on active duty for at least two years within the geographical limits of a naval district or within an air training command are to be given an opportunity to indicate their desire for transfer out of the area, under provisions contained in a letter dated 1 Nov. 1944 from the Chief of Naval Personnel to various interested commands (Pers-6301-rab-1 QR8/P16-3).

Many enlisted women, according to the directive, are on duty at isolated stations or at places which are considered undesirable for continuous duty until the end of the war. Consequently, a redistribution by rating is to be effected in such cases when practicable.

Quarterly surveys will be made of enlisted women and they will be given an opportunity to designate a preference for a new district or air command. Assignment to such preferences, however, cannot be guaranteed.

The two-year period required for eligibility for a transfer under the directive may not include any time spent in the area while at recruit training or in a service school. Transfers in exchange will not be authorized individual cases, and such requests shall not be forwarded to BuPers.

It is expected that transfers will not exceed 15% quarterly of the enlisted Waves. Transfers are to be made at government expense, and no delay en route is to be authorized.

Exceptions to this general policy are provided for by Women's Reserve Circ. Ltr. 5-43, issued 11 Dec. 1943 by the Chief of Naval Pensonnel to various commands. This directive, which remains in effect, provides the following circumstances under which BuPers may consider requests for transfer not covered by the shore redistribution procedure: (1) when an individual has skills needed by the Navy which cannot be utilized in her present billet and no other billet is available in the activity, district, river command or naval air training command; (2) when an individual requests transfer in lieu of discharge because of dependency existing prior to enlistment or arising subsequent thereto. In the latter case, requests are to be supported by adequate affidavits.

Dope Sheet (NAS, Norfolk)

"Yea, I know the bill was signed—but you still gotta have orders."

Request Made for Officers To Volunteer for Duty in Underwater Demolition

Volunteers from officers of the rank of lieutenant commander and lieutenant for duty in connection with underwater demolition teams have been called for by BuPers.

All candidates should have demonstrated leadership and administrative ability in their present assignment, be under 35 years of age, and be in excellent physical condition with a minimum vision of 18/20. They should also be good swimmers, according to the directive.

Requests for this extra hazardous duty may be submitted, via official channels, to the Chief of Naval Personnel, with the CO's endorsement indicating suitability and availability.

These instructions are contained in BuPers Circ. Ltr. 350-44 (NDB, 30 Nov. 1944, 44-1324).

Personnel with Deep-Sea Stevedoring Experience May Apply for Commissions

Enlisted personnel who have had civilian experience in deep-sea stevedoring are eligible to apply for appointment as temporary or permanent commissioned or warrant officers in the Civil Engineer Corps, Naval Reserve, to fill available billets in the special (stevedore) construction battalions.

Under provisions of BuPers Circ. Ltr. 360-44 (NDB, 30 Nov. 1944, 44-1334) applications will be considered by BuPers from men between the ages of 22 and 48 years. Although a college degree is desirable, particularly for appointment as a commissioned officer, formal education will be waived for candidates having outstanding experience. According to the directive, all candidates should have had at least five years of successful civilian supervisory experience in deep-sea stevedoring.

Applications may be submitted to BuPers (Attention P-3655), via official channels, in accordance with the procedure set forth in BuPers Circ. Ltrs. 159-42 (NDB, cum. ed. 42-1023) and 152-43 (NDB, cum. ed. 43-1326).

Telegrams Answering Leave Extension Requests Not to be Sent Collect

Telegrams sent to enlisted men or officers on leave in response to requests for extensions of leave are considered Government business and are to be sent at Government expense. It has recently come to the attention of CNO that, apparently unaware of this provision of Communication Instructions 1944, Appendix III, Paragraph 503(g), some COs are telegraphing such replies collect. While the amount involved is not large, a memorandum from CNO notes, it is felt that naval personnel should not be obliged to spend personal funds for the conduct of official business.

Honorable Discharge Emblems to Be Given To Naval Personnel

Regulations providing for the distribution and wearing of the armed forces honorable discharge emblem, which was announced in the December 1944 INFORMATION BULLETIN, p. 76, specify that the insignia is to be presented gratuitously to officers discharged or separated from the naval service under honorable conditions and to enlisted personnel given a type discharge which carries with it the privilege of retaining and wearing the naval uniform after discharge as of or after 7 Dec. 1941.

Personnel separated or discharged from the service under condition stated above may wear their uniforms from the place of discharge to their home within three months after discharge, and thereafter on occasions of ceremony, with the discharge insignia sewed to the center of the right breast of all outer uniform clothing immediately above the top line of the pocket or approximately in that position if the uniform has no right breast pocket. Each man or woman is to be given several of the insignia, on appropriate backgrounds for wearing with various uniforms.

Personnel who are eligible and who have not received the emblem, may submit requests to BuPers. When forwarding requests, officers should include the original and one certified copy of their separation document; enlisted personnel should enclose their discharge certificates. These documents are also to be presented when applying in person to shore activities authorized to distribute the emblem.

Personnel discharged from the naval service during the war for the purpose of reenlistment, as well as members released to inactive duty (but not separated from the service) are not eligible for the emblem.

For details see BuPers Circ. Ltr. 378-44 (NDB, 15 Dec. 1944, 44-1407).

THE BULLETIN BOARD

Line Officers and Enlisted Men Invited to Apply for Oriental Language Training

Applications for intensive training in Japanese, Chinese, Russian and Malay languages are requested from male line officers and enlisted men of the regular and reserve components of the Navy by BuPers Circ. Ltr. 376-44 (N.D.B., 15 Dec. 1944, 44-1405).

The courses, which are conducted at the Navy Training School (Oriental Languages), University of Colorado, Boulder, Colorado, are of the of the following duration: Japanese, 14 months; Chinese, 18 months; Russian, six months, and Malay, three months. During the course of study all students, whether married or single, are required to live in the naval dormitories on the campus.

Applications must be within the age limits of 19 to 29 inclusive and must have completed at least two years of college work which would meet either of these requirements:

(1) Have a college record of honors standard and show evidence of a thorough mastery of one or more foreign languages, preferably an Oriental language, Greek or German.

(2) Possess a college record of 80% As or have an average of 3.6 or rank in the top 5% of the class.

They need not be physically qualified for general sea duty.

Qualified personnel may submit applications to the Chief of Naval Personnel, via official channels, using a form similar to the enclosure published with the directive. Personal interviews will be arranged at a convenient location for applicants deemed qualified. Receipt of application will not be acknowledged by BuPers.

Mobster (Fleet Hospital 109)

"Now, Sir, about that three-day leave."

TRAINING COURSE NOTES

Several new training courses and revised, up-to-date editions of others will be made available to the naval service in the next few months. When new editions of currently issued manuals, such as those for BM2c and FC2c, are received at the training course distribution centers, they will be automatically substituted for the older publications.

An initial distribution of the new RdM2c training course (confidential) has just been made to all naval vessels with radar men allowed in the complement, to radio material officers and assistant radio material officers, to radar schools and to antisubmarine warfare training centers. Additional copies will be made available upon receipt of an official request from the commanding officer of a naval activity. The first edition of the course for SoM3c and SoM2c (confidential) will be distributed in a similar manner during January 1945.

Copies of the new publication, Training Officer's Guide for Enlisted Advancement. NavPers 16325, have also been mailed to naval vessels and training activities. Details on other distributions will appear in subsequent issues of the INFORMATION BULLETIN and the Bureau of Naval Personnel Training Bulletin.

A revised order blank for Navy training courses, NavPers 676, is now available from the three activities which distribute the material:

Bureau of Naval Personnel, Training Aids Division, Washington 25, D. C.

Educational Officer, 11th Naval District, San Diego 30, Calif.

Educational Officer, 14th Naval District, FPO, San Francisco, Calif.

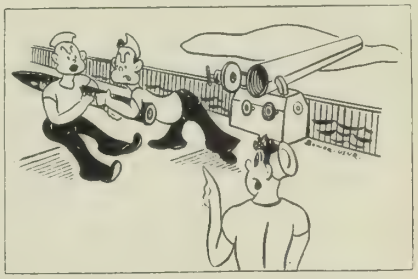
To expedite the shipment of manuals and to maintain adequate supplies at each naval activity, COs and training officers are urged to submit requisitions once every month or two, instead of forwarding frequent small orders.

Naval officers are reminded that four new correspondence courses are on hand at the Naval Reserve Educational Centers at New York, N. Y., Great Lake, Ill., New Orleans, La., and San Francisco, Calif. The naval reserve educational center nearest the FPO address of the vessel or activity to which an officer is assigned should receive the enrollment request from officers outside the continental limits of the U. S. who are not located within a specific naval district. Titles of the new courses are: Naval Engineering and Electricity (Basic), Communications, International Law, Ordnance and Gunnery.

NEW V-DISC RELEASES

Following is the list of V-Discs contained in the January kit to be mailed the middle of the month to ships and naval activities outside the continental limits and hospitals within the United States treating battle casualties. For information on how to get the discs, recorded exclusively for members of the armed forces, see table on pp. 70-71.

121. THE LAST ROUNDUP—Bing Crosby; DON'T YOU NOTICE ANYTHING NEW; I'LL SEE YOU IN MY DREAMS—Andy Russel.
122. I LIKE TO RIFF; SMILES—Charlie Barnet; AND THE ANGELS SING—Ziggy Elman.
123. MY HEART SINGS; SINGING IN THE RAIN—Guy Lombardo; FISH MARKET—Krupa.
124. UNTITLED—Goodman Quintet; SOMETIMES I'M HAPPY—Benny Goodman.
125. WARM VALLEY—Duke Ellington; ON THE SUNNY SIDE OF THE STREET—Lionel Hampton.
126. BLOOMER GIRL MEDLEY—Kostelanetz.
127. FOR ALL WE KNOW; THE LADY IN RED; WE'LL GET IT—Tommy Dorsey.
128. AND THE GREAT BIG SAW; COCKTAILS FOR TWO—Spike Jones; LULLABY OF BROADWAY; IS YOU IS OR IS YOU AIN'T—Andrews Sisters.
129. DANCING IN THE DARK; FRENESI—Artie Shaw.
130. OVERTURE TO PROMETHEUS; FETES—N. Y. Philharmonic Orchestra.
131. LET ME LOVE YOU TONIGHT; JUST CLOSE YOUR EYES—Frank Sinatra; MY BLUE HEAVEN; WHEN I MARRY—Billy Williams.
132. IN THE MOOD; MISSOURI WALTZ; ALICE BLUE GOWN—Glenn Miller.
133. AIN'T MISBEHAVIN'; TWO SLEEPY PEOPLE; SLIGHTLY LESS THAN WONDERFUL; THERE'S A GAL IN MY LIFE—Fats Waller.
134. HOLIDAY FOR STRINGS; POINCIANA—Dave Rose.
135. PEE WEE SPEAKS—Muggsy Spanier; MOP MOP—Esquire All Stars.
136. CUDDLE UP A LITTLE CLOSER; MY GAL SAL; ON THE BANKS OF THE WABASH—Freddy Martin.
137. I REALIZE NOW; GEE BABY AIN'T I GOOD TO YOU—King Cole Trio; TWILIGHT TIME, TICO TICO—Three Suns.
138. BLUE DANUBE WALTZ—Toscanini.
139. YOU MADE ME LOVE YOU; THERE GOES THAT SONG AGAIN; STEEL GUITAR RAG—Harry James.
140. DO YOU SAVVY—John Kirby; CONFESSIN'; PALE MOON—Tony Pastor.



Muzzle Blast (AGSch, Miami)

"Okay, Reilly, it's Schultz's turn to load the gun."

THIS MONTH'S COVERS

Aboard one of the Navy's new battleships a BM1c takes appropriate action on th subject at hand: a fried-chicken Sunday din ner. For the story behind this scene, se p. 12. INSIDE FRONT COVER: Small craft armed with rockets, which give them th firepower of much larger vessels, practice for coming assaults on enemy-held beaches (Official U.S. Navy photographs). OPPOSITE PAGE: A Coast Guard combat cutter knifes through the dark, gale-ruffled North Atlantic while patrolling her beat on the supply route to Europe (Official U.S Coast Guard photograph).

DISTRIBUTION OF THE INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appear ing as 43-1362 in the cumulative edition of Nav Department Bulletin) the Bureau directed that ap propriate steps be taken to insure that all hands have quick and convenient access to the Bupers INFORMATION BULLETIN, and indicated tha distribution should be effected on the basis o one copy for each ten officers and enlisted per sonnel to accomplish the directive.

In most instances, the circulation of the INFOR MATION BULLETIN has been increased in accord ance with complement and on-board count sta tistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Be cause intra-activity shifts affect the Bureau sta tistics, and because organization of some activi ties may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of cnanges in the numbers of copies required: requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly.

Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expecta tion that such activities will make further dis tribution as necessary; where special circum stances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effect ed by the Commandant, U. S. Marine Corps, on the present basis of four copies per unit, down to and incluing the company. Requests from Marine Corps activities should be addressed to the Commandant.

FOR PERSONAL COPIES, SEE PAGE 1.

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THE INFORMATION BULLETIN IS FOR

ALL HANDS

. . . PASS THIS ONE ALONG AFTER YOU HAVE READ IT

IF THERE'S BEEN A BIG CHANGE IN YOUR LIFE....

REMEMBER TO MAKE ONE IN YOUR INSURANCE TOO!

If you wish to change the beneficiary of your Government insurance, because of a change in your marital status or for any other reason, don't put it off—put it in writing! Your Benefits and Insurance Officer will give you full information and proper forms.

BUREAU OF NAVAL PERSONNEL

INFORMATION BULLETIN

FEBRUARY 1945

NAVPERS-0

THIS MAGAZINE IS FOR

ALL HANDS

PASS THIS COPY ALONG

FIGHT TALK

UNPACIFIC PACIFIC

BUREAU OF NAVAL PERSONNEL

INFORMATION BULLETIN

FEBRUARY 1945 NAVPERS-O NUMBER 335

VICE ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel

REAR ADMIRAL L. E. DENFELD, USN
The Assistant Chief of Naval Personnel

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This magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. By BuPers Circular Letter 162-43, distribution is to be effected to allow all hands easy access to each issue (see page 80). All activities should keep the Bureau informed of how many copies are required. All original material herein may be reprinted as desired.

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 15 cents per copy; subscription price $1.50 a year, domestic (including FPO or APO addresses for overseas mail); $2.25, foreign. Remittance should be made direct to the Superintendent of Documents.

PASS THIS COPY ALONG
IT IS FOR 10 READERS

Yanks Land on Luzon as Navy Planes Sweep China Coast

IT was sort of like a double reverse, winding up with a wide sweep around end: U.S. troops made two new landings on Mindoro and seized Marinduque; then, with the Japs apparently off-balance and thinking we were going to carry the ball across to Batangas in the south, an 800-ship convoy loomed off the west coast of Luzon, churned northward around the Jap concentrations and cut into Lingayen Gulf in their rear.

Thus on 8 January 1945 began the invasion of the main island of the Philippines, which the Japs had invaded 37 months before and where American and Filipino forces had fought one of the most valiant battles in all military history. Vengeful American troops were back now on this bloody soil, ready to start another Death March of Bataan . . . only this time the "death" was to be for the Japs.

While one fleet was putting the Army ashore, another was going about the task of seeing to it that this was going to be strictly a private affair between Gen. MacArthur's men and the Jap defenders. No outsiders were to be permitted to butt in.

Admiral Halsey's 3rd Fleet carrier-borne planes saw to that. It was more than an air umbrella that they threw up; it was an awesome, sky-blackening awning that extended from French Indochina to the Ryukyu Islands.

Fanning out like bullets from a swiveling machine-gun, Admiral Halsey's planes swept over Jap naval bases on Formosa, China and Indochina, shattering freshly-formed convoys just nosing out to sea and balking attempts to form others. The carrier planes' daring strikes carried even beyond the China coast inland to Canton.

Unlike last October, when the Jap fleet came out to try to smash our forces off Leyte, the Nips this time did not hurry right out to do battle—even though General Masaharu Homma, who had led the Jap invasion forces in 1941, broadcast an "invitation" to the honorable Navy to come to the Imperial Army's assistance on Luzon. But the Jap navy apparently had no immediate desire to rush in again and mix it with Admiral Kinkaid's 7th Fleet and Admiral Halsey's 3d Fleet, which coordinated their efforts in support of the Luzon landing as they had at Leyte and later in the Battle of the Philippines. Further proof that the Japs had suffered crushing losses in the latter engagement was offered while the Luzon invasion was in its early days. Fleet Admiral Chester W. Nimitz announced from Pearl Harbor that the newest Japanese "super-battleship," the 45,000-ton *Musashi*, had been destroyed by air attack last 24 October. Previously, it had been established that the *Musashi's* sister ship, the *Yamato*, had been damaged by bombs in the same action.

Although the Japs offered practically no naval resistance to the landings in Lingayen Gulf, they hurled furious blows from the skies at our invasion convoy as it drove northward off the coast past Manila and again as it entered Lingayen Gulf. The attacking Jap land-based planes concentrated their assaults on the escorting warships and managed to inflict some damage.

The amphibious operation at Lingayen Gulf was described by observers as the greatest of them all in a war that has played so much emphasis on such operations. Not so many men or ships were involved as in the successful assault upon the Normandy coast last June. But, in that operation, men and materials were seaborne a comparatively few miles across the English channel; in the Luzon invasion the convoy traveled many miles, mak-

Official U. S. Navy photograph

EYES UP: Naval gunners watch for the return of Jap bombers that set fire to the LST in the background during the landing on Mindoro Island, which helped put our forces in position for last month's assault on Luzon.

ing a daring passage through the Surigao Straits, the Mindanao and Sulu Seas, the Mindoro Strait and thence into the China Sea. Some 2,500,000 tons of combat and assault shipping was strung out over the blue Pacific waters for more than 80 miles, and upwards of 50,000 naval personnel manned these ships and fought off the Jap plane attacks.

The 7th Fleet, under command of Vice Admiral Thomas C. Kinkaid, USN, shepherded the huge convoy on its perilous trip. According to press dispatches, Vice Admiral Jesse B. Oldendorf, USN, was in command of the heavy bombardment and fire-support group; Rear Admiral Russell S. Berkey, USN, commanded the close covering group; Vice Admiral Daniel E. Barbey, USN, directed the San Fabian Attack Force, which was directly concerned with landing troops at the northern beachheads, and Vice Admiral Theodore S. Wilkinson, USN, led the Lingayen Attack Force, which landed troops at the southern beachheads. Vice Admiral Wilkinson also was second in command in the overall operations to Vice Admiral Kinkaid.

The overall strategy for liberation of this most prized of the Philippine Islands was planned by Fleet Admiral Nimitz and General of the Army MacArthur at the latter's headquarters on Leyte sometime just before Christmas.

Soon after, the softening up of the Jap defenses and the confusing of the Jap strategists began. On 29 December, in the deepest penetration of the Jap-held Philippines by Lt. Gen. George C. Kenney's land-based planes, bombers and fighters raked shipping in Lingayen Gulf. On the same day, Marine Corsairs strafed the Batangas area, blowing up an ammunition train, causing explosions in three others and smashing about 20 locomotives. The following day Navy patrol planes attached to Gen. MacArthur's command struck at Formosa, shooting down four Jap planes and setting fire to five coastal freighters.

Then, on 31 December, U. S. flyers boomed a hearty farewell to the year 1944 with sweeping attacks up and down the entire western coast of Luzon, sinking or setting afire 25 Jap ships, ranging from a 7,000-ton transport to a large trawler. Meanwhile, Marine flyers continued to hammer the Batangas area, hitting railway installations, barracks, reservoirs and barges along the coast.

The Japs' attention was focused more intently on this area, in the southern tip of Luzon, the very next day — 1 Jan. 1945 — when American troops made an unopposed landing before dawn on the east coast of Mindoro. At just about the same hour on 2 January other troops landed unopposed on the west coast of this island just southwest of Luzon. On 3 January, making their third landing in as many days, troops seized control of Marinduque Island, only 10 miles off the lower Luzon coast. The stage seemed set for a drive across the strait to Batangas.

It was on 3 January that Fleet Admiral Nimitz disclosed that the 3rd Fleet's carrier-borne planes were at that very moment staging a two-day strike at Formosa and at Okinawa in the Ryukyu Islands, in which we sank or destroyed one large cargo ship, one medium cargo ship, one small cargo ship, one patrol craft, ten small coastal cargo ships and 11 small craft and damaged one destroyer, four DEs, six patrol craft, one landing ship, two landing craft, two large cargo ships, one medium cargo ship, 34 small cargo ships, seven small craft. In sweeps at ground installations during these attacks, the naval planes destroyed 11 locomotives, four tank cars, several trucks and freight cars, a railway bridge over the Tamsui River, a railroad station at Okayama and buildings, warehouses, fuel and ammunition dumps all over the islands. While destroying 121 planes, we lost only 17.

Next, the 3rd Fleet's fast carrier task force swept down on Luzon on 5 January, destroying enemy aircraft, shipping and ground installations to help blast a boulevard to the beach for the invasion to come and to disrupt Jap preparations to block it.

On 6 January the carrier-based planes continued their assaults on Luzon and accounted for 18 aircraft shot down, 93 destroyed on the ground, 117 damaged; 12 ships destroyed, 14 damaged; and, in attacks on ground installations, destroyed one locomotive, 15 freight cars, 46 trucks and wiped out numerous barracks, buildings and fuel dumps.

Meanwhile, Tokyo's radio began bellowing reports of a large invasion fleet being sighted somewhere off the coast of Luzon and claimed that Jap forces had sunk or damaged "a total of 32

enemy war vessels, including six carriers and 18 transports."

The Japs were partly right. There was, indeed, a huge U. S. convoy off Luzon, but it wasn't going to the bottom as fast as the wishful-thinking Jap newcasters would have had you believe; instead, it was chugging undeterred right into the mouth of Lingayen Gulf, and the Japs were soon to feel the earth-shaking shock of broadsides from ships that they had "sunk."

In its voyage up the coast, the convoy had been subjected to intense Jap air attacks. Communiques reported that the Japs made repeated and desperate attacks against our naval force formations in an endeavor to break the cohesion of our movement. These attacks continued even after our entrance into the Gulf and while our warships were blasting enemy shore defenses.

The Jap air attacks were described by a newspaper correspondent aboard the bombardment group's lead ship:

"We have been hit in a Japanese air attack for the second time in two days —this time way inside Lingayen Gulf just off the beachhead where American troops will go ashore. . . . We have helped bombard the entrances and beachhead. We have beaten or staggered through the increasingly persistent Jap air attacks and have seen Jap aviators go flaming time after time into the sea as we have made history.

"We were the first 'big ship' to sail into the China Sea since the early days of the war as lead ship of this powerful advance bombardment group, including battleships, carriers and cruisers. We were the first 'big ship' past Manila Bay with its Corregidor, carrying American armed might back to the place from which it was ejected after that gallant fight three years ago. We fired the first big shells at the planned beachhead, clearing the way for troops. We sailed boldly ahead—spearhead of the mighty drive capable of deciding the fate of the war with Japan.

"We are just off the Lingayen Gulf landing beach. It is landing day—SS day—minus three and our battle lines have opened up, throwing heavy shells into the beach area and pounding enemy troops away from the shores. This is the second bombardment today and the invasion action against Luzon is on.

Official U. S. Navy photograph

HISTORY (now reversed): Gen. Homma lands on Luzon 24 Dec. 1941 to lead Jap invaders of Philippines.

MOVES TOWARD LUZON: Carrier planes start strike against Manila Bay

"We are battered and scarred, mourning our dead and individually shaken. We are to live to hear the call 'Ships on the horizon!' and we are to see the mighty landing armada finally coming in behind us — warships, carriers, command ships and transports of all types crowding the sea.

"Men working with burned and bandaged hands will smile through faces covered with grease. We are to hear that our troops are safely ashore and know our gallant vessel and others of the bombardment group that bore the first brunt of the Japanese air assault have made it easier for the American soldiers and done their job. But, right now, it is not hell, it is worse than hell as we burn topside with this ammunition-jammed steel casing threatening to explode and many of our controls temporarily gone.

"This hit occurred on the starboard side of the flag bridge where the admiral is holding a hose with sailors against the blaze despite grievous burns. He has to be physically ejected from the bridge by his chief of staff, who takes over the fight against the flames despite burned hands and shock.

"The crew is swiftly running hoses employing chemical equipment, electrical units are stringing wires and repairing communications, medical corpsmen are aiding the wounded. Some of these stagger past, burned to the waist or all over. On the bridge, some men have been blown to pieces and others are burned so badly they are unrecognizable but still living. Even many of the wounded fight on."

Killed in the pre-invasion duels between U. S. ships and Jap planes and shore batteries were Rear Admiral Theodore E. Chandler, USN, Captain R. W. Fleming, USN, Lt. Gen William Lumsden of the British Army, and William Chickering, correspondent of *Time* magazine. The bomb that killed Gen. Lumsden and Mr. Chickering also almost hit Admiral Sir Bruce Fraser, Commander in Chief of the British Fleet in the Pacific, who accompanied the invasion troops to, in his words, "get experience in the work in this part of the world."

For three days American warships stood off the strip of beach selected for the landing assaults and pounded enemy emplacements. Then, on 8 January, the transports hove into the Gulf and began putting down their landing craft. Shortly after 0900 the naval and aerial barrages moved inland and the amphibious craft began zig-zagging shoreward under a blanket of fire from rocket craft. Overhead, 7th Fleet carrier-based planes kept the skies clear of Jap planes and strafed the beachhead sector in direct support of the landing troops. Then, as the troops dug into the beach, the planes moved inland, hitting installations at San Fernando, Baguio and Rosario. Many ammunition and supply dumps, warehouses, barracks, defense works and motor vehicles were wrecked and numerous fires started.

Opposition to our landing forces melted away and was practically nonexistent. One division reported it lost only two men during the landing operations, both by drowning near the beach. American patrols, who immediately began to finger their way inland, were bothered only by rearguard action, coming mainly from mortars and an occasional machine gun or sniper. Supplies and wave upon wave of troops were landed under protection of naval guns. The march down the valley toward Manila was underway.

Meanwhile, powerful Pacific Fleet carrier forces were pounding away at enemy air, land and sea facilities over a wide area of the western Pacific in support of the amphibious operations. Ishigari and Miyako, important islands in the Sakishima group of the Ryukyus, were brought under attack 8 January in one of the fiercest assaults ever made by fleet carrier units. Formosa also was blasted, and so was Okinawa. Supporting the carrier-based planes were Superfortresses of the 20th Bomber Command from China bases.

Tremendous havoc was wrought in the Formosa area. The attacking

Official U. S. Navy photographs

. . . Naval AA fire dots sky above U. S. destroyer during landing on Mindoro.

planes destroyed two DDs or DEs, one large cargo ship, one medium cargo ship, 27 smaller ships and 37 planes, and damaged one DD, five DEs, two oilers, one tanker, five large cargo ships, three small cargo ships, 45 small ships, 42 small craft and 61 planes. Ground installations were mercilessly raked by the carrier planes, which destroyed an ammunition dump, chemical plant, two hangars, five locomotives and three tank cars; and damaged radio stations, an aluminum and nickel smelter and various shops.

Their nearby bases thus neutralized, their local air forces shot out of the skies, their fleet shying away from battle, the Japs tried desperate, almost childish methods to try to disrupt our landing operations in Lingayen Gulf. On the second night of the invasion, while the Gulf was still crowded with the greatest convoy in Pacific history, 12 little Jap swimmers paddled out toward the ships, pushing boxes of explosives ahead of them, hoping to "torpedo" the transports. All were killed or captured without causing damage. Other Japs piled into small boats laden with explosives, stole into the transport area and attacked several ships. They caused negligible damage.

And, so, troops and supplies continued to pour ashore. And, as Gen. MacArthur's men expanded and joined their four beachheads and headed toward Manila, naval units attached to his command caught a Jap convoy on 11 January trying to unload at San Fernando, north of the Lingayen landings, and all 46 ships were sunk or badly damaged. A naval officer described the action as "shooting ducks in a pond." After obliterating these Jap ships, the victorious U. S. forces then stood off shore and shelled the port of San Fernando, destroying three large ammunition dumps.

As this action solidified the Luzon beachheads and eventual victory in the Philippines, dispatches from Pearl Harbor told of the first attack by Admiral Halsey's 3d Fleet planes on the Indochina coast, 1,000 miles west of Luzon, on 11 January. Hundreds of carrier planes swooped down simultaneously on airfields and harbors at Saigon, Camranh Bay, Cap St. Jacques, Cat-Lai and Qui-Nhon and shattered four convoys that had been organized to send to the relief of the Luzon Japs. Admiral Halsey seemed to have achieved almost complete surprise. Over Saigon, Indochina's commercial port and a Jap base since the fall of France in 1940, U. S. flyers encountered only 18 planes and shot down 10.

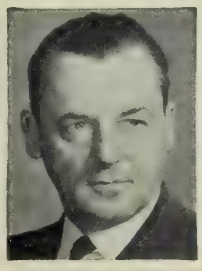
The toll taken by the carrier planes was staggering. They sunk 41 ships, totaling about 127,000 tons, including a light cruiser, and damaged 28 ships, totaling 70,000 tons. They shot down a total of 15 planes, destroyed 77 on the ground and 20 on the water, and damaged 50 on the ground. Damage to ground installations included destruction of a large dock at Camranh

(Continued on Page 70)

'We Have to Pay a Price for Big Gains'

By FRANK L. KLUCKHOHN
By Wireless to The New York Times

Aboard an American Warship, Jan. 7 (Delayed)—A Marine guard stood at present arms and the ship's crew, lining the deck and the upper works, saluted as "taps" sounded from a battered bugle, while from under an American flag the body of Rear Admiral Theodore E. Chandler slipped into the ocean. In our ears the words repeated by the chaplain still rang: "I am the resurrection and the life."



Admiral Chandler

Everyone recalled how late yesterday afternoon the entire flag bridge was ablaze after a Japanese plane had scored a bomb hit. Many men were blown to bits or burned to death. From the cauldron a staggering figure emerged, shirt and trousers ablaze. A staff officer slapped out the flames of the shirt. Suddenly the figure was helping the sailors of the damage crew to man a hose playing on the blaze. The figure was that of Admiral Chandler. He had to be physically ejected from the bridge and insisted on walking below by himself to the sick bay. The next afternoon, just before 6 p.m., he died after a magnificent fight.

But last night his body was wreathed in bandages and grease, and liquid was being injected into his mouth by tube. He called for me. His first words, I being his guest, were: "Are you all right?" Then he said: "We have to pay a price for big gains. My grandfather was a Secretary of the Navy; my father was an admiral. I had their traditions."

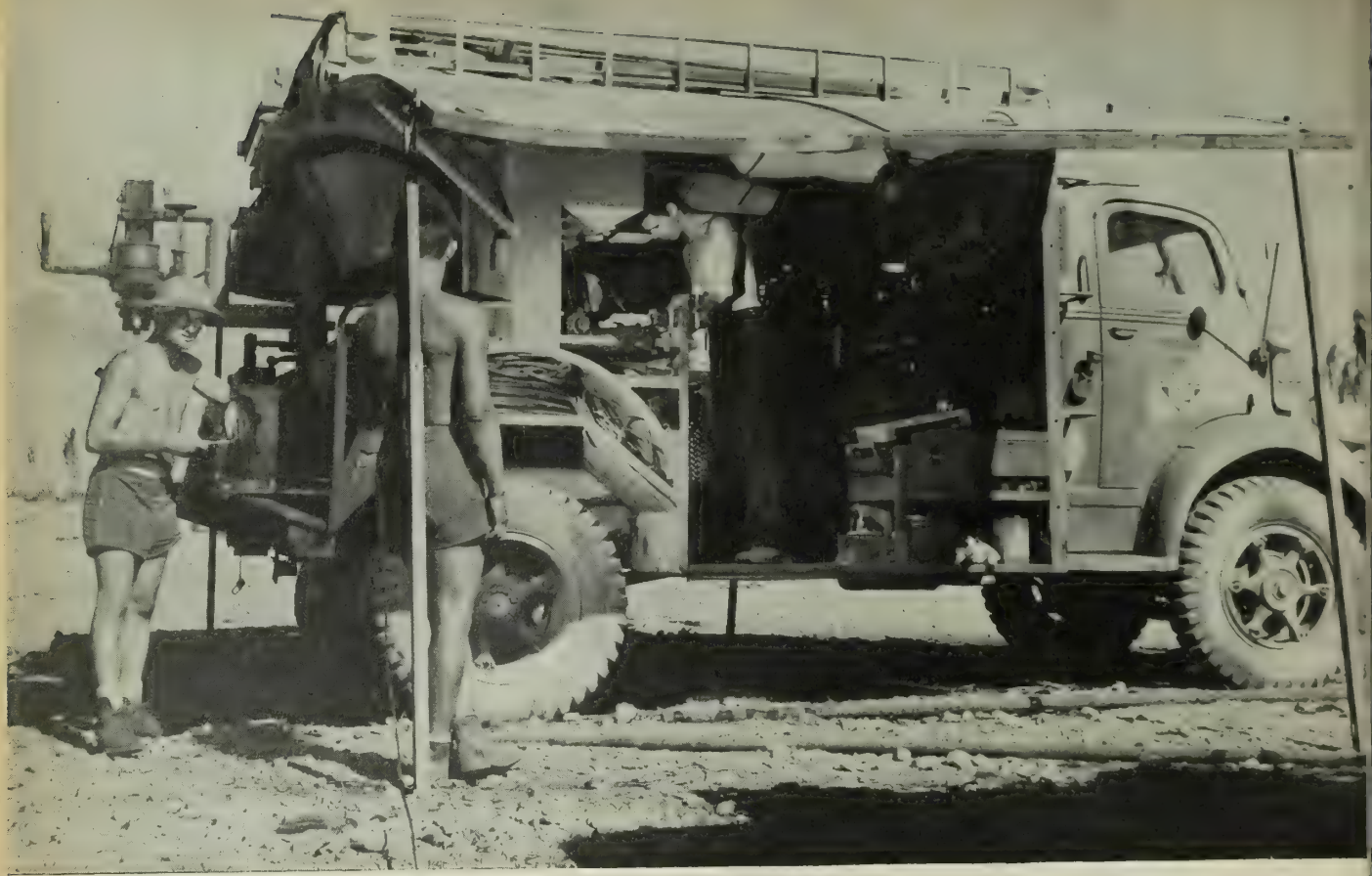
One had to know that this ship had been hit on the day before and had had a serious fire. It was the lead ship proceeding to Lingayen Gulf days before the landing and had taken the brunt of the enemy's air attacks; and one had to know how our nerves were strung tense to realize how truly wonderful was that real interest of a dying man in someone else.

Reprinted with permission from The New York Times

Ted was not one of those who foolhardily do not count risks. In fact, he said to me: "Stay up here during the attacks if you like. You'll see some good dogfights, but remember you may get it any time." Nevertheless, he trod the deck fearlessly, keeping an eye on his division.

Ted Chandler had a distinguished naval career after his graduation from Annapolis, where, as a Navy son, he was born. He was in the class of 1915. After having been commissioned a rear admiral in October 1942, he assumed command of all the forces in the Aruba-Curacao-Netherlands West Indies, part of what was termed the Caribbean Sea Frontier Command. There he demonstrated the diplomacy that was one of his special traits.

He distinguished himself in action as the task group commander in charge of the landing forces in southern France and then took a cruiser division there and saw action against the shore batteries. He had three battleships under his command that helped to sink two Japanese battleships and other vessels in the southern battle off Leyte after the first Philippines landing.



Official U. S. Navy photographs

MOBILITY is the keyword of CASU organization. Here is a CASU machine-shop-on-wheels in action at Kwajalein.

Our Island Flattops

Stationary Carriers, Built and Manned by Acorns and CASUs, Multiply Striking Power of U.S. Naval Air Arm in the Pacific

LAST month saw American carrier planes over the China coast for the first time as 3d Fleet airmen sliced Japan's lifeline through Formosa Strait to her stolen empire (see page 2). Their strikes, closing the last gap in U. S. Navy air cover westward across the 6,000-mile breadth of the Pacific, fit neatly into a pattern shaped by the Pacific Fleet's 1944 aerial offensive against the Ryukyu, Kuril and Bonin Islands to close the range on the enemy homeland from three sides.

For more than two years the Japanese have been reeling back under our carrier blows. They knew that they were being hit and that American planes were hitting them. Beyond that, they must have been doing a lot of wondering:

How could U. S. carrier task forces stay at sea over extended periods and still have all the planes they needed for continuous operations? How did the carriers get new planes to replace their losses? How did they repair and recondition planes that were damaged or burned out from prolonged use?

Answers to the questions, about which the enemy was long kept in the dark, are found in the story that now can be told of two closely geared Navy outfits—the Acorn and the CASU.

An Acorn is an advance airfield assembly, a typically American product of prefabrication, all packaged and ready to follow our landing forces into enemy territory to set up an advance air base or convert a captured airstrip to our needs in a minimum of time.

A CASU—Carrier Aircraft Service Unit—is a commissioned, shore-based unit composed of aviation maintenance, repair and ordnance personnel. It is one of several units attached to the Acorn. (Another such unit is the CB, the now-famous Construction Battalion.) The CASU readies new planes for combat and keeps them ready, handling service jobs which would get in the way of other work aboard carriers but which are not big enough to require the major overhaul facilities of assembly and repair shops of naval air stations. They support all flight operations, this support including the making of minor repairs and doing routine upkeep work, in addition to performing necessary administrative duties.

CASUs are a wartime product. Before the war each squadron had its own men and equipment for maintenance and repair. When war came, the Navy utilized all existing aviation facilities in the Pacific to handle its expanding air arm and began to build additional air bases on islands available to U. S. forces. Carrier planes went ashore at advance bases, followed by their own maintenance and repair crews. Trouble was, the planes got there first; and valuable time was lost in waiting for the ground crews and equipment. The solution was to send CASUs into the Pacific.

But there were other problems. CASUs, it was found, were slowed down by having to handle their own equipment, transporting it from island to island, base to base, as operations moved westward.

In the summer of 1942, therefore, the Acorn was created to be the source of supply and housekeeper for the CASU. The CASU, reduced in simplest terms to personnel and, as one officer put it, "what they have in their pockets and on their backs," became more mobile.

The result was speed, efficiency and

more planes in the air—a story of naval aviation progress that is no longer a secret. The men of the Acorns, trained to the Nth degree in the art of packaging and loading, then unloading and assembling, formerly labored under a veil of secrecy. They worked, they fought and they built. They fought the Japanese and protected themselves and their equipment from enemy air raiders. They also fought the natural hazards of jungles and swamps.

Each Acorn had its own Seabee unit that lays the airstrip and erects the buildings to replace the tents pitched when the Acorn first moves in. By plane or ship, the CASU comes in to base itself on the Acorn. Carrier planes follow. Personnel of the squadron and CASU become the guests of the Acorn on the "stationary carrier."

Acorns and CASUs derive the nucleus of their aviation personnel from many sources—from Class A technical training schools for aviation ratings, from personnel of naval air stations, from the ranks of boot camp graduates trained by actual experience and personnel trained by the Advance Base Aviation Training Unit formerly at Norfolk, Va., but recently moved to St. Louis, Mo.

CASU personnel repair and perform minor overhaul work on airplane engines and guns; rearm planes with bombs, machine-gun belts and torpedoes; fix their radios, and taxi them over the airstrips, dispersing and parking aircraft for protection against the weather and the enemy.

Another CASU job is the "disembalming" of naval aircraft that have been treated, conditioned and packed so as to resist tropical climates in shipment to carriers and advanced bases. These aircraft must be unpacked, disembalmed as it were, assembled and then put into condition, ready to fly away and fight.

An Acorn, without a CASU, includes sufficient trained personnel to maintain the runway and aviation facilities in operating condition; to operate the control tower, field lighting, aerological unit, transportation and medical facilities, and to maintain the berthing and messing facilities to be used by the CASU and aircraft squadron crews when they report aboard. In addition to the original Seabee unit, the Acorn also has a Seabee Maintenance Unit (CBMU) which becomes the public works department of the base after the initial establishment is complete and the main force of Seabees has been withdrawn.

In order to simplify the assembly, all personnel and material available for the entire advance base program have been grouped into what are known as "functional components." A functional component is composed of the technical or professional personnel, equipment and workshops, buildings, materials and living quarters required to do a particular type of job. A group of functional components is called an advance base unit. Acorns and CASUs fit into the logistic picture as two of the advance

LSTs are generally used by Acorns to move their knocked-down prefabricated airfields to islands in forward areas where there are no docking facilities. Bulldozers, the first gear ashore, plow a causeway to the LST's ramps.

SEABEES attached to Acorns have job of building new airfields and improving and repairing captured fields. Husky Seabees (above) pound coral lumps into sand for Eniwetok runway. Another airstrip (below) is built of metal mats.

base units developed by the Navy to speed prosecution of the war in the Pacific. (For an article on planning, building and maintaining advanced bases, see INFORMATION BULLETIN, April 1944, p. 20.)

Because they are such closely allied aviation units, the Chief of Naval Operations recently directed that the Acorn and the CASU be "married" when they are first commissioned, thereafter to train as a team and to work together. Previously, they had been trained separately, then introduced to each other after the Acorn had moved overseas and set up an advance base and the CASU moved in.

The role played by Acorns and CASUs in maintaining a strong naval air arm was emphasized by a high naval officer in Washington. "With a plane," he said, "you cannot distinguish between maintenance and operation. Maintenance is operation. Unless a plane is checked minutely prior to every flight, there is danger that pilots and aircrewmen will lose their lives and lose the planes they fly."

For a view of actual CASU operations, let's look in on a CASU based on Majuro in the Marshall Islands, where a Japanese seaplane base was quickly converted into a naval aircraft assembly line. This CASU is now based on a naval air station which is the outgrowth of the original Acorn. Each plane delivered to the fleet by that CASU during a certain month in 1944 required 160 man-hours of work, from time of arrival at Majuro until delivery. Movie and other recreational schedules went by the boards. Galley crews never knew the exact hour of the next meal. Postal clerks, the master-at-arms force, barbers, yeomen, storekeepers, all turned to in new roles as grease monkeys, to assist the regular plane crews. Men went day and night without sleep.

Jeep aircraft carriers brought cargoes of embalmed aircraft from Pearl Harbor, and pontoon barges brought the cargoes ashore. From the dock at Majuro, preserved aircraft were towed across a Seabee-built causeway to the aircraft pool.

Swarms of trained technicians, like so many gremlins, began the exacting task of putting the aircraft into combat ready status. Engines, fuselages, structures, landing gears, wheel wells, wing roots, unpainted metal in the cockpits and guns underwent the depickling process.

Ordnancemen set to work boresighting wing guns, installing camera guns, shackles and arming rods. Radiomen checked all gear for completeness of equipment. Electrician's mates checked batteries and wiring and lighting systems.

Engines were turned up on the pool island and then the planes were towed to the test line, unless major structural or metal work was necessary. Inspection crews gave their final okay before each plane was test flown. As the first planes tested returned to the landing strip, their performance entirely satisfactory, ferry hops were arranged to send them to the fleet.

On one record day the Majuro CASU got 80 planes off the field to join the ferry train running to the fighting fleet.

The Acorn's part in the Pacific war was unfolded to the public recently in an address by Rear Admiral H. H. Good, USN, Director of Base Maintenance, Office of CNO, who told the story of "Acorn X" and its achievements in the Marianas.

"Early in December 1943, just one year ago," he said, "information was disseminated that an advance naval aviation base, an Acorn, would be needed in a proposed Pacific operation on or about 30 May 1944. A standard Acorn consists of about 66 officers and 1,600 men (including a Construction Battalion). This personnel is provided with material and equipment sufficient to lay down two 6,000-foot runway strips of pierced plank landing mat, to provide the further necessary aviation facilities to keep them in operating condition, to service casual planes, to operate air warning systems, field lighting, transportation and medical facilities, and to maintain berthing and messing facilities for the support units and aircraft crews. Packed for shipment, an Acorn weighs 13,979 long tons and its cube is 22,374 measurement tons. This is a typical assembly of functional components."

Acorn X was commissioned 1 March 1944. Its officers and men were trained in and around Port Hueneme, aboard a training ship, and on an island where they encountered everything but Japs in their task of setting up an advance air base. After two months of generalized training, they sailed away, to another Pacific island, then to a forward area where the job was done again.

"To do a good job," said Admiral Good, "each man must know his own job and together they must form a unit which operates as a skilled team. There must be no fumbles. Aviation technicians, radiomen, mechanics, signalmen, every officer and man, each knew there was a job that he could do and he was determined to do it. The final destination, everyone now knew, was in the hands of the enemy. Conditions as nearly like those that Acorn X would meet when it reached the final destination were simulated and the men trained under actual battle conditions.

"There were two months of staging and training, then the big push. Following closely behind the assault waves, the personnel began unloading and the setting up of camp in earnest. This was old stuff to the now veterans of Acorn X and they took everything in stride.

"A high Navy officer reported seeing the Acorn X base twice within an interval of about seven days. On the second observation, so many bombed and shelled structures wrecked by American combat forces in their assault had been removed and new structures erected that the base was

Official U. S. Navy photographs

SOME CASUs service and repair land-based as well as carrier planes. These aviation machinist's mates are working on a PV at a Pacific advance base.

hardly recognizable as being the same area which had appeared as a mass of shambles, masonry and twisted iron a week before.

"Perhaps the most remarkable feature of these naval aviation units (and other functional components for advance bases) is their capability of producing something out of nothing. Men roam the dumps, crawling through masses of twisted iron and emerging with parts of a Japanese crane or enough material to build a small hand truck, or even an overhead trolley for lifting out engines, the demolition units cooperating in the search.

"All units must necessarily proceed to the new destinations with the smallest amount of handling gear and supplies consistent with the operation. They follow in the combat wave, clean up, and with the aid of the Seabees, turn the airstrip or the seaplane apron into something which can be used almost immediately and which becomes an aircraft servicing activity a week or two later. During this time the officers and men are exhausted when darkness comes when they have to cease work, for lights may attract Japanese snipers or bombs, but they are at it again at daylight because more planes are arriving and the show must go on."

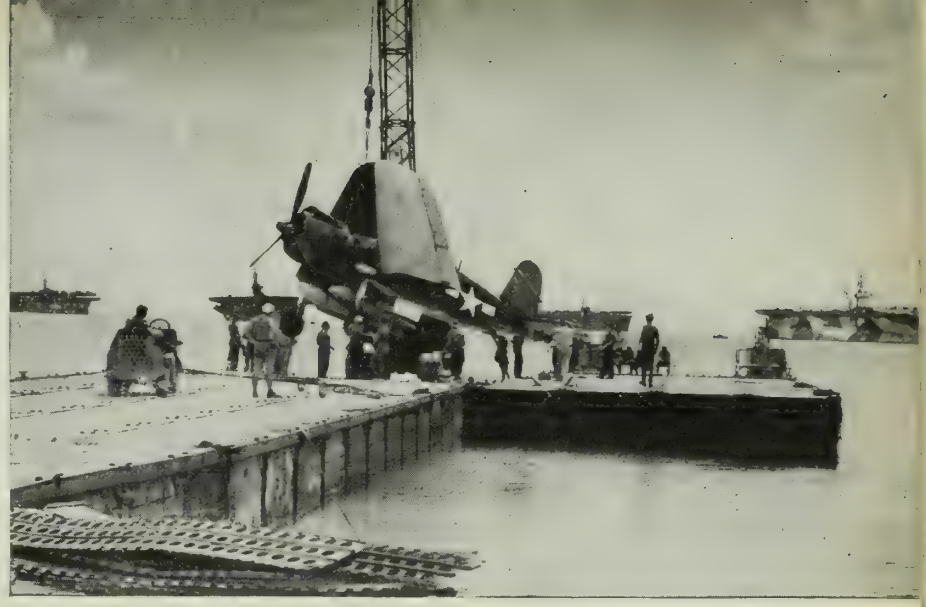
A recent reorganization affects both the training and the mission of CASUs. The CASUs in the forward areas of the Pacific have now become CASUs(F), or Combat Aircraft Service Units (Forward), servicing and rearming land as well as carrier-based aircraft. Also changed to CASUs(F) are a number of PATSUs—Patrol Aircraft Service Units.

Both Acorns and CASUs are established and trained at Port Hueneme and at adjacent airfields under the jurisdiction of the Acorn Assembly and Training Detachment, Training Command, U.S. Pacific Fleet. The training program is conducted in cooperation with ComFairWest.

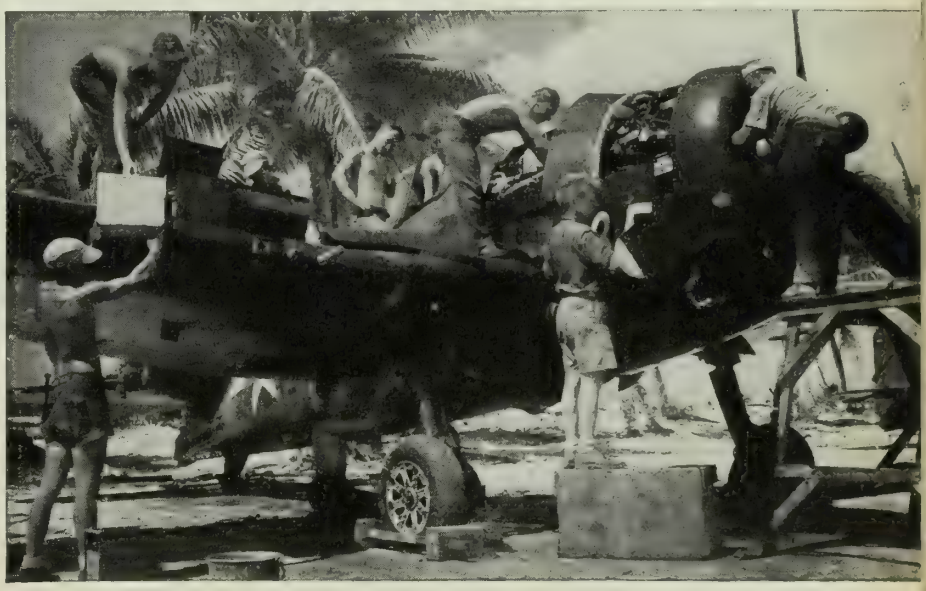
Before Acorn personnel joins up with a CASU as a team, the Acorn has accomplished several times in training the same job it will later do in action. At Port Hueneme, there are loading sheds whose interiors duplicate LST holds. An advance air base assembly is packaged in containers of uniform size, placed on pallets, loaded and unloaded. When men of the Acorn have mastered the loading job in the sheds, they move to the waterfront and repeat it on LSTs.

Once teamed together, the Acorn and the CASU go into operation training at a designated airfield, setting up an air base and aircraft maintenance facilities with the tools and equipment and under the conditions under which they will operate later on in the advanced area.

When the big push comes—"the real thing"—the Navy plants an Acorn. The Acorn grows into an advance air base, into an airstrip with its own assembly and repair facilities, with a CASU on the line and squadrons of naval planes coming and going. And in this war, an Acorn matures to a mighty oak in a very short time.



EMBALMED planes were taken to the Marshalls by jeep aircraft carriers, ferried ashore by outboard-motored pontoon barges. Here one of the planes is hoisted to pontoon dock where tractor waits to tow it to assembly line.



LIKE GREMLINS skilled CASU technicians swarm over a plane (above), disembalming it. After assembly, CASU ordnance men boresight planes' guns (below). In one record day this Marshalls CASU readied 80 planes for combat.

BuPers: MANPOWER, Inc.

Wars Are Won By People . . . So Meet the Navy Bureau That Looks After Some 3,200,000 of Them—BuPers

WHETHER you wear a rating badge on your sleeve or scrambled eggs on your cap, whether you run a gun crew, an engine or a fleet, a large part of your life these days is affected by what goes on inside a long, warehouselike building overlooking Washington's Potomac River.

Officially, it's the Bureau of Naval Personnel. Or, in shorter form, just "BuPers." Its business is people—the more than 3,000,000 of them who, like yourself, help to make up the U. S. Navy.

It's BuPers' business to know who you are and where you go and what you do. It determines largely how you are trained and how your ship is manned and how good a crew you will be in battle. It brings you into the Navy, gives you training or indoctrination, assigns you to duty, arranges for your promotion, advancement or discipline, and looks after your transportation, recreation and welfare. Some day, it will be helping most of you return to civilian life again.

From the day you come into the Navy to the day you go out, BuPers will somewhere, somehow have a hand in your life. So let's take a look at that hand. What really goes on at BuPers? What do people do there, and how, and why, and who does what? What happens when you find yourself running a Navy 26 times as large as it was in 1939? What were some of the wartime problems, and what did they do about them?

Postman Rings 55,000 Times

Every day BuPers gets 55,000 pieces of mail about you. In addition, many of the envelopes are thick with enclosures; the enlisted personnel files section, for instance, sorts and puts into jackets more than 300,000 separate sheets of information every week.

Each piece of mail that comes in is on its way to someone in the Bureau within 35 minutes, on the average. That little piece of paper may be one that changes your life considerably. It may result in a different Navy assignment for you, a change in rate or a promotion in rank, orders to travel to a new base or be assigned to a new ship. In some cases, fortunately few, the news is not so good: disciplinary action, notices of casualty status, loss of a ship and its men.

Follow along behind the mail delivery truck as it starts its rounds and you can see some of the things that happen as pieces of paper are translated into action.

Machines at Work

Few buildings contain more facts about more people than the Navy's Arlington Annex, which houses BuPers. Each day's mail brings new facts in, asks for facts from the Bureau, calls for decisions which can be made only on the basis of facts. To track down facts on a big scale, and do it accurately and swiftly, the Bureau's Records division unleashes a flock of mechanical bloodhounds known as sorters, collators, tabulators, interpreters, reproducers, key punchers and verifiers.

Those machines in that room over there, for instance, clicking away as cards whirr through them by the thousand, are mechanical sorters. Suppose you were ready to retake Guam from the Japs and wanted to know the

names of all Chamorros, or natives of Guam, who had been in our naval service when the Japs overran the island. A sorter could sift out their cards for you, and then a printing tabulator, working many times faster than the fastest typist, would list all their names and also their last known status: whether killed, or captured, or, like so many, just "missing." When landing parties swarmed ashore, they would have a complete list to check against.

The day's mail brings in some requests from the field for officers with certain qualifications: "An officer familiar with the raising of the cacao bean" . . . "A junior officer with combat demolition experience, qualified in estimating charges" . . . "A Civil Engineer Corps officer with an accounting background" . . . "A French-speaking lieutenant or lieutenant commander with hotel-management experience."

You watch the mechanical sorters digesting their 15,000 cards an hour, whisking them through until their teeth snap on the right one. Each officer's five major qualifications are coded by holes punched in a card; when the right series of holes pass by, the machines pluck out the card.

When the Secretary of the Navy wants to know how many officers will move up in rank on the next Alnav . . . when a Congressman wants to know how many Navy men come from his state . . . when the Bureau wants to know how many men of a certain age group would be available for specialized training . . . the mechanical bloodhounds go to work.

Each morning the Chief of Naval Personnel can tell you exactly how many men there are in every pay grade and rating of the Navy. If during the day the Bureau receives word that an officer has been transferred from a destroyer to a shore billet, his card is picked up and fed through the machines that night. In one operation, a flexoline strip is automatically stamped with his name, rank, classification, present duty station, date of most recent orders, file number, and codes signifying his qualifications, both naval and civilian, as well as any schools attended.

People at Work

As you continue around BuPers, you will find hundreds of people doing all sorts of tasks:

- Waves working until midnight, to speed the job of checking thousands of applications for family allotments.
- Detail officers going over their lists to assign officers to new construction.
- An artist designing new Navy insignia: a shoulder patch for minecraft men, five-star shoulder marks for a fleet admiral.
- A yeoman pulling an enlisted man's jacket out of the files to obtain data on his service record for the Veterans Administration, or to provide his latest address for a worried parent.
- An officer in Special Services listening intently as he reviews a recording of the latest V-Discs about to be issued to the fleet. The passers-by do a double-take as, over the noise of the typewriters, they hear the unmistakable strains of "Is You Is Or Is You Ain't My Baby?"
- The senior survivor of a ship casualty, brought back to the Bureau to make his report, sitting in a room writing personal letters to next of kin.
- The Medals & Awards section checking and writing up some of the more than 1,000 awards that go to Navy men each month for heroism or outstanding service to their country.
- An officer just in from Guantanamo reporting to the Bureau on a movie survey made there to see what pictures the men wanted.
- Yeomen at ditto machines turning out duplicate copies of officers' orders.
- Experts on diesel engines writing a curriculum on the intricacies of the fuel system.

Visiting Firemen

In addition to officers on regular duty at the Bureau, you will come across others in on temporary duty or for indoctrination in Bureau policies and programs.

Here, for instance, is a group of lieutenant commanders called in by BuPers from all over the country. They're District Civil Readjustment Officers, going through an intensive 5-day indoctrination in all aspects of the program, listening to representatives of the Bureau, the government and civilian agencies as they tackle the business of what the Navy can do to assist you in the process of getting back to civilian life after the war.

Another group of officers is making a tour of the Bureau, stopping in at each activity to hear what it does and where it fits into the Bureau set-up, and asking questions about it. After several days of this, the officers will return to their districts and help set up the new District Personnel Staff Organization (see page 16) which puts personnel matters in each district on organizational lines parallel to those in the Bureau itself and provides for closer liaison.

The next room you see is what might be called the "let-your-hair-down" room. Here many an officer coming into the Bureau is interviewed by three Bureau officers (from training, welfare and enlisted personnel). Talking to him individually, they get his reactions on their particular fields, his comments, whether favorable or adverse, and any suggestions he may care to make.

Those are just a few of the various things you might see going on around BuPers on an average day. What's the bigger picture? What has been the main overall job of BuPers in the war, and how was it met?

The Size of the Job

In simplest terms, the Navy's manpower problem in World War II

WARTIME TEAM: Working with split-second timing, a gun crew goes into action on a new light cruiser, getting added training on shakedown cruise.

Official U. S. Navy photographs

READING for Navy men is provided by more than 6,000 naval libraries ashore and afloat. The library section at BuPers buys some 7,000,000 books a year.

FAMILY ALLOWANCE benefits for dependents of naval personnel run over $90,000,000 monthly. Staff of 500 at BuPers, mostly Waves, speeds applications.

has been stated as "the production in tremendous quantity of quality men."

The pre-war Navy was small. Some states have contributed more officers and men to the present Navy than were in the entire Navy in 1939. By the fall of 1942 the Navy was accepting each month a number of enlisted men equal to the total strength of the peacetime Navy.

In 1941 the Navy manned an average of one ship a day. In 1942 it was 3.42 ships a day and in 1943, 5.6 ships a day. During the past year, 1944, the Navy had to man 11.7 ships a day. Each of these step-ups in manning ships was accompanied by a comparable expansion in base forces and shore establishments to service and support the fleet.

On 30 June 1939 the Navy had on active duty 11,585 officers and 110,872 enlisted men, a total of 122,457. (By contrast, New York alone has contributed more than 250,000 enlisted men to the present Navy.) Eighteen months later the figure had trebled. After Pearl Harbor the real zoom set in. By the end of 1944 there were 3,200,000 officers and enlisted personnel in the Navy, with an increase to 3,389,000 authorized by June of this year.

Even apart from policy problems and new developments, the mere physical job of manning the new Navy was, to put it mildly, a sizable one.

Wars and Weapons

It's a long step from binoculars to some of our modern methods of spotting enemy ships . . . or from the planes which flew off our carriers in the '30s to a modern Hellcat fighter. We have hundreds of destroyers—few people realize that many of them are as large as the cruisers of our peacetime Navy. A modern battleship is one of the most intricate pieces of machinery ever devised. Its operation, maintenance and well-being involve the use of almost every skill and every field of applied science known. The Navy's weapons are complicated machines.

It would have been very convenient to man them immediately with millions of specialists. The Navy did not have them. They had to be manned with American boys off the farms, the streets, and out of schools and factories. They had to master principles of engineering, applied mathematics and applied physics which underlie the operation of a 16-inch gun or the maintenance of that intricate "no-man submarine," the naval torpedo.

That the job was in all major respects done is testified by the presence of our troops in France and by the naval and amphibious victories in the Pacific. Despite submarines, our troops and supplies are at the gates of Germany. Despite a supply line 7,000 miles long and possession by the Japs of every initial advantage, MacArthur's troops are back in the Philippines, the Jap fleet has been handed a severe lacing, and planes are raiding Tokyo from the Marianas.

People did this. The best machinery in the world is useless without the man who knows how to use it and how to keep it in shape for use.

Finding, training and placing these people fell to BuPers. Knowing at the beginning of the emergency as the Bureau of Navigation, it was responsible for the procurement, training, distribution, promotion, discipline and welfare of the personnel of the Navy, and for keeping their records. These continued to be the Bureau's concerns —but even the simplest took on dimensions out of all relation to previous experience.

Manning a Navy

To get men for the new Navy, BuPers expanded its recruiting service, adding 35 main stations and 285 substations. The Bureau called on the advertising industry for its brains and talent, ran a campaign to get volunteers, and by the fall of 1942 was taking voluntary enlistments at the rate of 120,000 men a month.

The Navy had traditionally relied on voluntary enlistments. But in the tight manpower situation facing the country, it was decided by civilian authorities that the Navy should take its men through Selective Service. In the summer of 1942 this began, through joint operation of induction centers with the Army. Voluntary enlistments were discontinued except for personnel outside the draft age and for certain types of specialists who were volun-
Navy.
tarily preinducted by both Army and

It was necessary to install virtually a new organization for officer procurement, because officers were selected by district commandants, with a resulting lack of national standards and methods too variable to insure overall best selection of the skills needed. Thirty-six offices of naval officer procurement were set up, with the Navy drawing on the businessmen and personnel men of the country, and installing the most modern industrially tested methods of selection, interviewing and forms.

The Bureau established also a series of combined procurement and training programs: NROTC, Reserve midshipman, V-12 (see under Training, below).

One major change was necessary from pre-war thinking. During peacetime the Naval Reserve organization had been built on predetermined mobilization billets—the idea was that in time of crisis certain units would go aboard certain ships and stations and place them in commission.

It soon became apparent that expansion would be so great that this method could not be used. The regular officers of the Navy and the reserves who had had any appreciable training had to be spread extremely thin, and in fact made the nucleus which would train the 3,000,000 citizens coming in.

TRAINING in ship recognition is step in finding good lookouts. Men here, at a night-lookout trainer, have dark glasses for the night vision test to follow.

Official U. S. Navy photographs

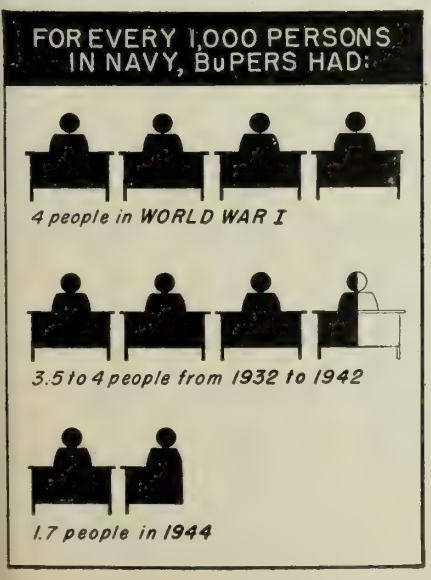
2,379 CHAPLAINS serve Navy men everywhere. Above is believed first and only service of its kind—held undersea in cramped quarters of a sub on war patrol.

Training the Men

BuPers never discovered the secret of how to wave a wand and make a naval officer, or an enlisted technician who could service fire-control machinery. These men had to be trained. It takes a year and a half to train a pilot. A radio technician must be placed in training not less than one year before the date he is needed.

When war broke out the enlisted recruit training of the Navy was conducted by four training stations with a capacity of 33,000. By 1943 there were facilities for 136,000. Old stations were expanded, new ones established at Bainbridge, Md.; Sampson, N. Y., and Farragut, Idaho. Recruit training ran from 5 to 12 weeks, depending on needs of the fleet; present period is 10 weeks.

Besides recruit training, at least one-third of the men were given some form of advance training in special ratings before going to sea. In addition to expanding its training schools, the Navy went to the colleges and trade schools of the country and contracted for their facilities and some of their instructional staff.



It did the same with industrial concerns—General Motors Corporation, for instance, taught thousands of men to operate, repair and maintain Diesel motors; Packard Motor Car Co. taught many advanced base personnel the principles of operating a stock operation in spare parts.

Several hundred other businesses and schools were utilized by the contract method. Through it the Navy reached a peak of over 300 enlisted schools with a capacity of 425,000 men.

Probably the most effective trainer is experience. Men at sea learn on the job, under actual operating conditions. Then when the Navy must man another ship it withdraws from operating vessels a small number of officers and men to form the nucleus of the new ship. In addition to providing trained men for key jobs, this device of the nucleus crew is of assistance in providing some relief and rotation from combat areas back to the United States.

To decentralize the training program, it was divided into two fields: basic training (recruit and advanced schools) and operational training (on-the-job training by groups, as crew of a ship or personnel of an advance base unit). There has been a high degree of decentralization in the latter field, and there were established the operational training commands of the Atlantic and Pacific Fleets, responsible for team training — shakedown cruises, pre-commissioning cruises on vessels of a similar type, etc.

Training the Officers

The chief source of officers for the regular Navy has continued to be the Naval Academy. In 1941 the course was shortened from four years to three and streamlined to produce officers for the regular Navy faster.

In size and volume, the job of training reserve officers has naturally been the big one. Before the war, the nine NROTC units, where men in college study courses in naval science and tactics, at the conclusion of which they are given commissions in the Naval Reserve, had been expanded to a total of 27 colleges.

Another major method is the V-7 or Naval Reserve midshipman program. These college men are given an intensive four-month course in midshipman schools. From this source have come approximately 48,000 officers whose performance at sea and whose acceptance of responsibility has been one of the most successful and gratifying of the Navy's personnel program.

To train officers directly from civilian life, the Navy established 11 indoctrination schools. In addition, 264 technical schools were expanded or established to train officers in specific fields ranging from accounting to the best methods of disposing of bombs and naval mines.

Under the V-12 program, men who are high-school graduates or in the early years of college are allowed to remain in college under a speed-up program and to finish the equivalent, roughly, of two years of college work (for deck candidates) and varying longer periods for engineering and other professional groups. While doing so, they study mathematics, physics, engineering and the other basic subjects necessary for a naval officer, or a professional specialty such as medicine, which the Navy needs. After college all candidates for line commissions are put through the midshipman program.

The Navy sends these men to college as apprentice seamen and they have the pay and uniform of that rate. Throughout the development of V-12 there was a high degree of joint action with the Army, and the best educational minds of the country were called in to help plan a program whereby armed services and educational institutions cooperated in work-

ing out joint use of the latter's facilities and instructors.

Distributing Manpower

Faced with a constantly tightening manpower situation in the country, BuPers strove for economy in the use of the Navy's own manpower, attempting to prevent increases in complements beyond those actually needed because of expanding jobs and new equipment, and attempting to relieve the shortage of physically qualified male enlisted men by the use of wounded, limited-service personnel, and other substitutes for able-bodied fighting men.

The most significant development here was the use of women in uniform. Following legislation initiated by the Bureau and passed by Congress on 30 July 1942, recruiting started immediately. Today the Women's Reserve, better known as the Waves, has released thousands of able-bodied fighting men for combat areas. (Waves have replaced 72% of the enlisted men on duty at BuPers.) There are now on duty 8,744 officers and 73,000 enlisted Waves. By a change in legislation last year, Waves may now be sent outside the continental limits of the U.S. to restricted rear area bases.

In the field of placement, BuPers was faced with one of the most tremendous personnel jobs in the history of the country. Some 3,000,000 officers and men, over 90% of whom were recently civilians, had to be screened and placed in naval jobs where they could make their best contribution to the war. The Navy also had a responsibility to the men themselves—to see to it that they were, as far as possible, properly used and given tasks worthy of their ability and skill.

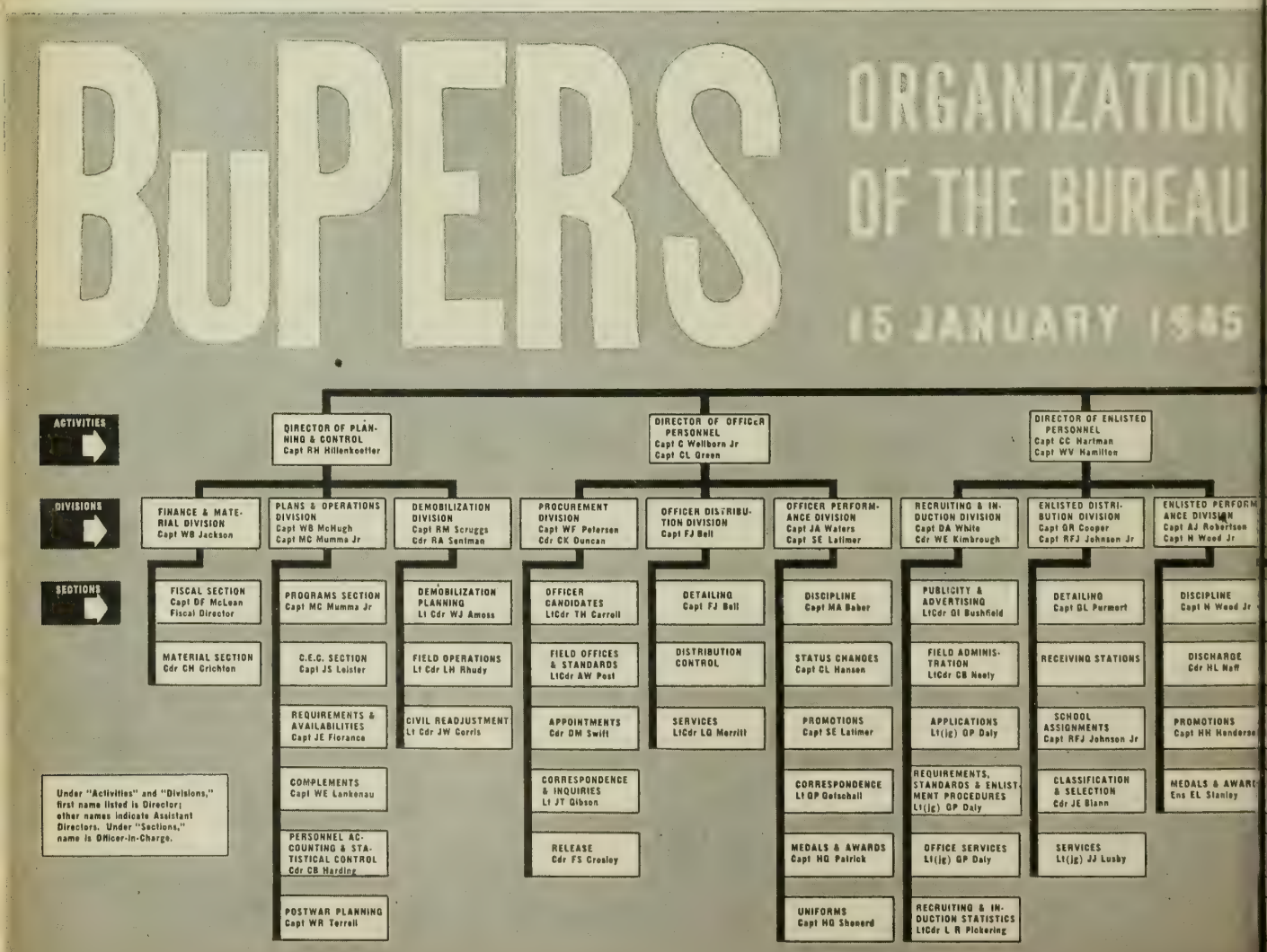
No job of this magnitude has ever been done perfectly. The adjustment of a man to a job is always a delicate task. Further, there is in any war an inevitable degree of misplacement because the processes of war require great numbers of men in jobs for which nobody is trained in peacetime. It is few people's civilian skill to carry a musket, yet millions must do so when war comes. What the Navy did try to prevent was the type of misplacement which results simply from inefficiency or from a failure to analyze thoroughly the jobs to be filled and the men available to fill them.

A major device in officer placement was the "fleeting-up" system, which took advantage of the fact that junior officers aboard a ship or at an advance base gain additional knowledge and experience as they perform their tasks. Then, to man new construction, the Navy would skim off the cream of the more experienced officers, fleeting-up the newer ones behind them into the jobs so vacated. A similar technique was followed with enlisted men.

Unlike officer personnel, whose assignments are carefully controlled by BuPers, the placement of enlisted men is more decentralized, with the service force subordinate commands of the Atlantic and Pacific Fleets given wide latitude in the actual assignment of men to operating units and to specific tasks. However, throughout the war the Bureau has been constantly revising and refining the rating structure in order that a man's rate may represent a more specific description of the duties for which he is qualified. Much progress has already been made in this, much yet remains to be done.

In a continuing program of billet analysis, careful study is given by a group of highly qualified specialists to typical sample billets filled by officers and enlisted men. Their findings are then recorded and edited into manuals of job descriptions which are paying dividends in better placement and in better programs for training courses.

Incidentally, officers in the fleet may sometimes wonder whether detailing officers at BuPers are sufficiently aware of conditions at sea to do a good job of assigning officers afloat. An occasional gripe will rise from the wardroom to the effect that assignments are made by "shore-bound land-



lubbers" who can't possibly have enough knowledge of the fighting fronts and the problems and vicissitudes of sea duty to do a thoughtful job of detailing.

A little investigation of the detail office would quickly dispel that idea. Actually, one of the Bureau's best sources of detail officers is the fleet itself. Of the 37 male officers directly concerned with officer detailing, 26 wear a total of 11 decorations, from Navy Cross down, and 70 service ribbons, including 46 area campaign medals with 54 engagement stars for this war.

Performance

BuPers groups promotion and discipline together under the general heading of "performance" on the theory that neither reward nor discipline should operate in a vacuum but should be balanced to provide both the best incentive and the best control.

The major change in officer promotion was the securing of legislation early in the war to set aside the permanent promotion system for the duration in order to permit freer action on promotions.

There has also been an increasing degree of decentralization of authority to fleet and field commanders to make promotions of enlisted men. Such promotions, under overall policies laid down by the Bureau, enable the officer in the field to reward his men promptly and to rate his men up as needed to fill actual vacancies.

In the field of discipline, the Navy's major effort has been to maintain a fairly realistic attitude, recognizing that the purpose of discipline is not to penalize people who violate rules, but to maintain morale and order in the service.

Welfare

Navy welfare activities fall into two fundamental classes—services to you yourself, and a series of broader measures which contribute to morale by providing for your long-range welfare or that of your dependents.

Included in these services are the provision of such things as recreational and sports facilities and equipment, movies, libraries, camp shows, radio programs, V-Discs, ship's service stores, officers' messes and, incidentally, the INFORMATION BULLETIN itself. Each of these has been expanded into a major business, supplying the needs of 3,000,000 people instead of 100,000.

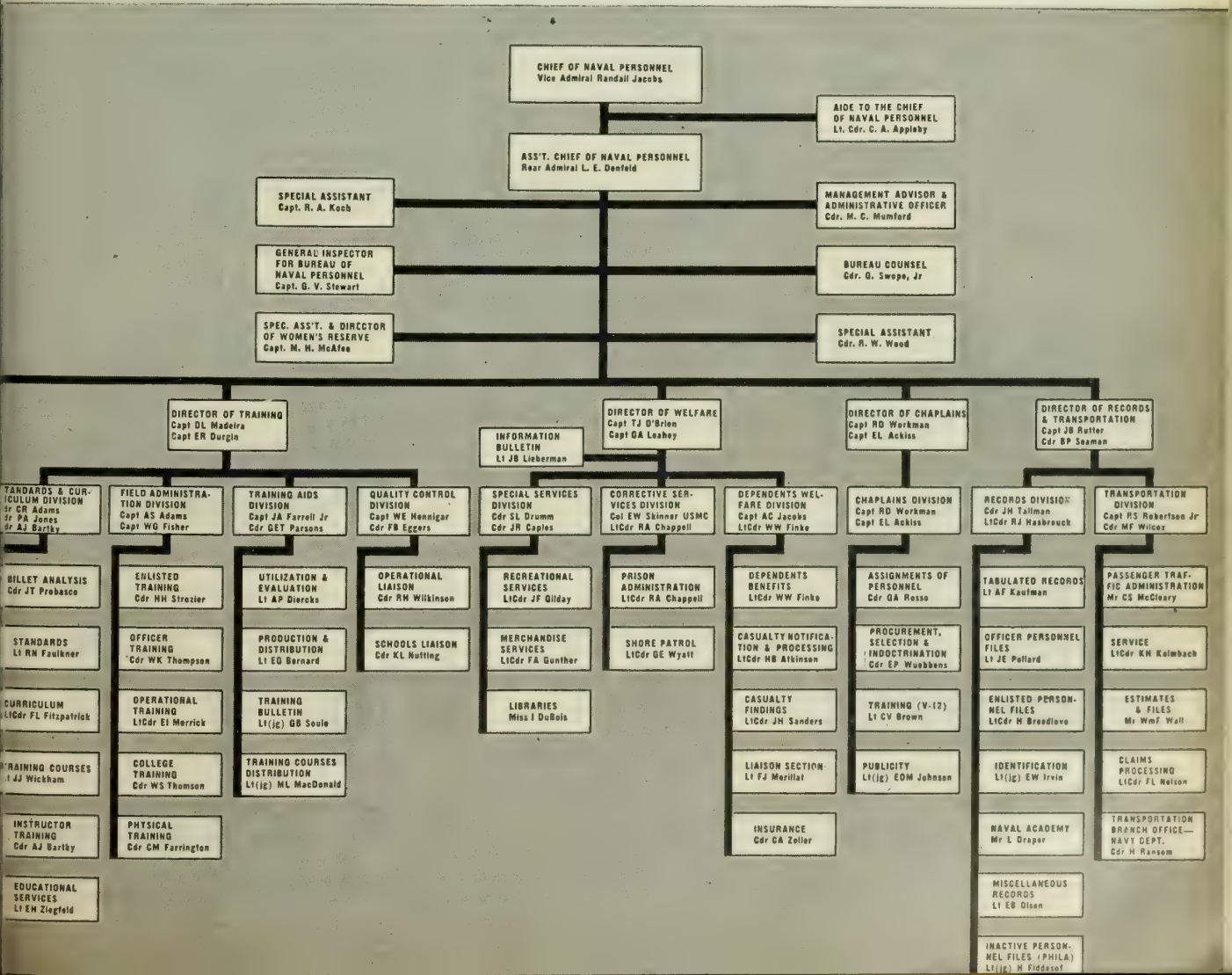
Other services include such programs as insurance, dependents' benefits and family allowances, and similar basic provisions for the financial welfare and peace of mind of naval personnel and their dependents.

More than two and a half million dependents of naval personnel are now receiving family-allowance benefits monthly. Combined payments for family-allowance benefits to dependents of Navy personnel run more than $90,000,000 a month—more than $2,000 every minute of the day.

In administering such services, BuPers attempts to carry out the spirit as well as the letter of congressional action. For instance, Congress in 1943 amended the family allowance law to include great numbers of personnel previously excluded. The amendment stipulated that all changes in procedures and rates should be accomplished within four months from the date of the act.

At BuPers this involved authorizing over 125,000 allowances per month. By careful planning through the months while the amendment was being considered, BuPers was able to have this operation entirely current 80 days after its effective date.

Much of the "night shift" work at BuPers occurs in two sections of the Dependents' Welfare division, those which deal with benefits to dependents and with the processing and notification of casualty status. In these two sections, where prompt and accurate action means so much to the families of Navy men, work has been at times on a three-shift basis where needed: at present it is on two shifts, with a staff of several hundred, most of them in the dependents' benefits section, at work from 0730 to 2400.



The Navy's "insurance business" is one of the world's largest, for of the 3,200,000 officers and men in the Navy, 95 out of every 100 carry National Service Life Insurance, with an average policy of well over $9,000. They are covered for the fairly astronomical sum of about $30,000,000,000!

Even apart from ship's service activities afloat, there are more than 400 ship's service departments ashore, and a large number of branch departments. A long way from the early bumboat sales or financially haphazard "canteen" of other days, the modern ship's service store is a big-business operation that brings its benefits down to every man and every officer in the Navy.

Movies are seen by naval personnel all over the world. Outside continental limits, the Navy's 35-mm. prints and 16-mm. prints (in cooperation with the Army), reach the furthest advance bases. Within the U. S., the optional naval district motion-picture plan permits Navy men to see pre-release pictures at little or no cost.

New Set-Up for District Personnel Staffs Parallels BuPers', Provides Close Liaison

A new and functional-type personnel organization, along lines similar to that of BuPers, has been provided for in all naval districts within the continental limits of the United States, by a directive of the Vice Chief of Naval Operations.

In place of the former set-up, which varied from district to district, the directive sets up a standard District Personnel Staff Organization, the purpose of which is to secure better administration of personnel matters by:

—providing both BuPers and district commandants with more integrated and effective machinery for personnel administration;

—providing one officer on the staff of each district commandant to whom BuPers can look for assistance on its problems;

—providing on the staff of the district commandants an organization which parallels insofar as feasible the organization of BuPers in order that channels for conduct of business may be clear and reasonably standard in all districts.

The reorganization provides for the establishment of an assistant chief of staff for personnel in each district, and for the grouping under him of all district staff functions and officers dealing with personnel matters. These are regrouped into five divisions: distribution, training, welfare, discipline and chaplains.

The new set-up covers personnel matters only. All BuPers field activities (except recruiting offices and offices of naval officer procurement) remain under the commandant and subject to his control the same as any other activity in his district. It is expected that the districts will have the new plan in operation this month.

Chaplains

An additional function which BuPers must discharge bears directly upon the religious interests and the morale of men in service and the peace of mind of their families. This is accomplished by providing religious services, spiritual guidance and religious counsel through the Chaplains Corps.

The Chaplains Corps of the Navy has expanded from 206 officers in December 1941 to 2,379 on 1 January 1945. Their record has been one of the bright pages in the public history of the war, and men who have lived through combat know the full meaning of the contribution which they have made to the spiritual comfort and well-being of our officers and men.

Four chaplains have given their lives in this war, two are missing in action and five are prisoners of war in Japanese prison camps.

Official U. S. Navy photograph

RECRUITING of Waves by BuPers freed thousands of men for combat areas. Girl applying here is now assigned to recruiting duty at Los Angeles, Calif., ONOP.

Records and Transportation

Two Bureau functions which affect the millions of men and women in the Navy are those of transporting naval personnel and their dependents within the country, and maintaining adequate records of all personnel.

More than 130 people are kept busy in the Transportation division attending to such tasks as arranging passenger transport by rail, sea and air, including air priorities for personnel in U. S. and overseas . . . accumulating data on transportation expenses . . . obtaining refunds on unused tickets; handling travel claims, including those for dependents, and advising the service at large as to their rights to transportation under varying conditions.

Before the war a job that could be done by a dozen people, transportation has become a $100,000,000 travel business. A major development has been a highly successful degree of cooperation with the Army in joint use of the railroads of the country.

Keeping and filing the records of 3,000,000 men has taxed the space and facilities of the Bureau. The major developments have been the adoption of modern techniques of record keeping, some of which were described briefly earlier.

All the tasks that have been outlined above called for a Bureau able and ready to take on a job for 3,000,000 men that it had formerly done on only a limited scale for a hundred thousand or so men. To meet that job, BuPers completely reorganized itself about three years ago.

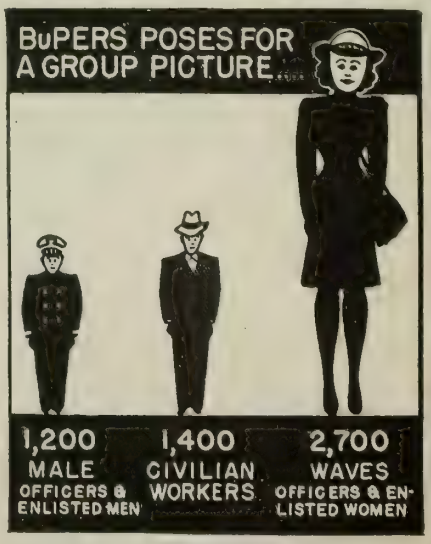
Reorganizing the Bureau

In January of 1942 the Secretary of the Navy and the Chief of the Bureau asked one of the country's leading firms of management engineers to come in and study the Bureau and make recommendations as to what steps it might take to enable it to do its job better.

As a result, divisions and activities were regrouped and a new "functional" type of organization set up. For instance, there had been in the old Bureau a Reserve Division, concerned with the recruiting, training and employment of men of the Naval Reserve. There were many such "little navies"—each engaged in all or nearly all personnel functions for its own personnel.

These were all merged in a series of new and functional divisions. One division was assigned the task of recruiting all enlisted personnel, another division the task of getting all officer personnel. A training division was assigned the job of training all types of personnel, and distribution divisions (officer and enlisted) were made responsible for distributing personnel to all types of activities. A welfare division was established to administer all programs designed for the

(Continued on page 55)



WELCOME — the first enlisted Wave of the first large contingent to arrive in the Islands, Mary Babine, S1c, is presented with the traditional lei of flowers and a welcoming kiss. The band (left) struck up "Aloha" as she stepped ashore.

WAVES LAND IN HAWAII

WHILE a Navy band played Aloha, 203 enlisted Waves and 11 Wave officers from 40 states filed down the gangplank of a transport at Pearl Harbor on the morning of 6 Jan. 1944—the first large contingent of naval women reservists to report for duty outside continental United States.

Wearing their summer working uniforms of gray and white pin-stripe seersucker and the new garrison caps, the Waves came ashore in platoons of 40. Each girl carried a small musette or overnight bag and a raincoat. The latter proved an unnecessary precaution, the sun obligingly breaking through dull gray clouds to brighten the occasion.

Their heavy gear, packed in seabags, was handled by a working party of willing sailors. When the Waves set foot on the pier, more sailors were there to greet them, waving their white caps and shouting, "Aloha."

First Wave ashore was Mary Babine, S1c, of Gloucester, Mass. E. R. Baker, PhoM1c, North Hollywood, Calif., was there to place a bright lei around her neck and to give her the traditional kiss of welcome to Hawaii.

Among the arrivals was one girl who was particularly anxious to get a look at the islands which had inspired her name. She was Aloha M. Cassity, Y2c, Modesto, Calif., whose parents had visited Hawaii before she was born.

In command of the contingent was Lt. Winifred Love, USNR, Moorefield, W. Va., who rendered a snappy salute to Capt. H. K. Lewis, USN, personnel officer of the 14th Naval District, as she stepped ashore. Also on hand to greet the Waves was Lt. Comdr. Eleanor Rigby, USNR, District Director of Waves for the 14th Naval District.

After mustering in the pier sheds, the women reservists were loaded on buses for the trip to NAS, Honolulu, to get squared away before lunch. The menu consisted of that old favorite, Navy beans, with broiled weiners, hash brown potatoes, fresh Hawaiian pineapple pie, cocoa and cornbread.

Following chow, checking in was the first order of business, followed by assignments to duty at NAS, Honolulu, and NAS, Puunene, on the Island of Maui.

The new arrivals included a medical officer, a technical medical specialist, two supply officers, and one officer on temporary duty, and enlisted ratings in most of the 30 fields in which they are needed in activities of the 14th N. D. They constitute the vanguard of a total of 5,000 which have been requested by the 14th Naval District to fill vacancies in complement or release men for duty at sea or in forward areas or for return to the U. S. under the rotation program. All were volunteers for duty outside the continental limits for a minimum of 18 months.

The contingent of Waves went to Hawaii under the provisions of Public Law 441, 78th Congress, signed by the President on 27 Sept. 1944, making it possible for women reservists of the Navy, Marine Corps and Coast Guard to be assigned anywhere in the American Area (including North and South America) and in the Territories of Alaska and Hawaii, if they volunteer for such duty. (Regulations governing overseas duty for women reservists and procedure for making application were published in the November 1944 issue of the Information Bulletin, page 69.)

Prior to embarkation from the U. S., the initial contingent of Hawaii-bound Waves had reported to a West Coast naval training and distribution center to make preparations for the trip. The program there included daily drills and classes in such subjects as war orientation, the Hawaiian area, military courtesy, censorship, shipboard procedure, abandon-ship drill and deportment aboard ship. The Waves received the usual inoculations and physical examinations and also were taught how to pack their gear in duffle bags. Uniforms were inspected for serviceability, and new items of uniform were acquired.

Wave officers assisted in inspecting gear before it was packed and helped assemble records and attend to last minute details. Recreational gear and such items as flashlights, cameras, radios, irons and other electrical appliances were boxed at TADCen and shipped with the draft.

The voyage began with as much secrecy as surrounds the embarkation of armed troops for overseas duty. And, like the men who had gone to the sea in ships before them, the girls found they had to wear or carry their life preservers at all times, and that smoking or showing any light on open decks or exposed portions of the transport was strictly forbidden.

The women reservists scored almost 4.0 in seaworthiness on the voyage. Their days at sea were occupied by movies, music and games; only one or two admitted they had missed chow during the trip across. The transport crew said their seagoing ability compared favorably with any draft of troops the transport has carried.

HELPING YOURSELF TO SHOWS

New Books Authorized To Pool Writing Talent Of All Ships & Stations

Every ship and every station should be able, in the near future, to have its own musical comedy . . . or dramatic presentation . . . or vaudeville show, whether or not it boasts an author or composer in its crew. Ready-made entertainment will be theirs for the asking. They won't have to write a line or a note. All they'll have to do is read 'em and sing 'em.

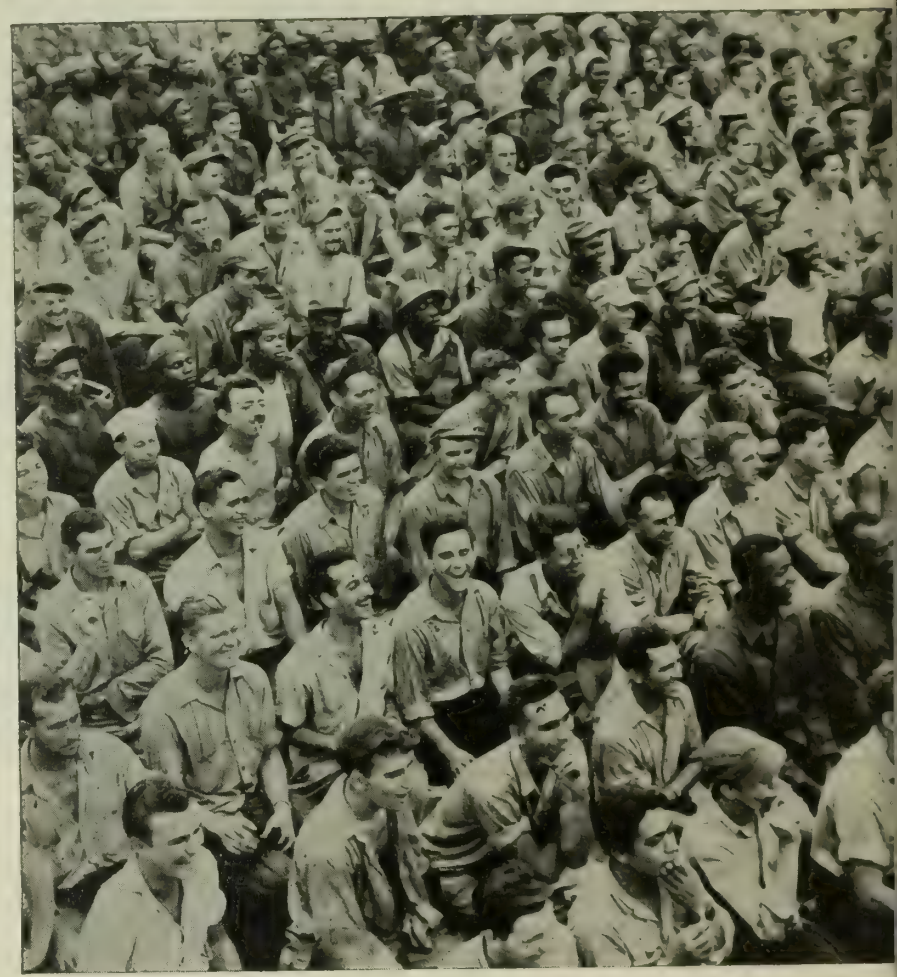
In an effort to make full use of the vast and barely tapped store of talent now in the Navy, BuPers has authorized publication in book form of selected scripts and musical scores which have been produced by and for naval personnel, and these books will be distributed to all activities interested in having them.

The books will include comedy skits, dramatic sketches, songs, blackouts, parodies—scripts of all sorts and sizes suitable for presentation to naval audiences.

The program is similar to that set up by the Army Special Services Division, which has produced almost a score of booklets filled with various types of entertainment, to the great enjoyment of Army personnel.

It is one of the biggest steps taken by the Navy to assure entertainment for its personnel, and is especially intended for the battle-weary aboard ships far from home and the boredom-battling personnel at far-flung overseas bases. (*For table showing all available recreation services and equipment and how to get them, see January 1945* INFORMATION BULLETIN, *page 70.*)

In the past, if a ship or a station had a particularly sharp-witted gagster or a deft songwriter, that ship or station alone received the benefit of his talent. Under the new plan it will be available to all, and a lot of material that has been filed away after one or two wildly cheered performances will relive again and again at other ships and stations. A musical comedy that tickled the ears at Great Lakes will re-echo under the palms of a Pacific Island; a blackout that panicked audiences at Norfolk will lay a crew in the aisles of a warship's "rec" room; a dramatic skit that shivered the spines at San Diego will tingle others in some European port.



TYPICAL audience at a remote Southwest Pacific base, soldiers and sailors like these will be supplied fresh scripts and music by Navy show booklet.

To make all this possible, naturally, the cooperation of authors and composers is required. In BuPers Circ. Ltr. 382-44 (NDB, 31 Dec., 1944, 44-1452), which authorizes publication of the collection of entertainment material, authors and composers are invited to submit all material they have.

Accompanying the material should be any helpful information and suggestions such as dimensional stage diagrams, prop lists, lighting plots, direction notes, playing time and so forth. Of course, it is realized that, in many instances, original skits have been performed without any stage facilities at all. Even so, these skits should be submitted, along with a description of any improvisation that was made by ingenious minds and hands. And, too, BuPers is interested in material that perhaps has never seen the footlight of day. If you have penned what you personally believe is a masterpiece of fun, or drama, or music, but those immediately around you don't agree, or you don't have the opportunity to present it to an audience, send it in anyway. Maybe those in charge of the book will say aye-aye with you, and your opus will possibly enjoy more performances than "Abie's Irish Rose."

Each ship and station is requested to fill out a special form, enclosure No. 2 of the circular letter. This form requests a detailed description of the existing theatrical facilities at that particular naval activity and thus will be of value in determining the most suitable material.

A board of competent critics, who by experience know what Navy men like in the way of entertainment, will carefully review all the material submitted and will select the best for inclusion in the book.

It is planned that the first book will in the main contain material that has been and can be produced with little or no facilities. Thus, men at advanced bases and aboard ships in combat areas, where there are no scenes, props and such, will be able to profit quickly from the program and slap a show together with a minimum of time, trouble and talent.

Some faraway bases have good show-making facilities. For instance, at one Pacific base, the 95th CBs have just opened a huge open-air theater with a seating capacity of 6,700 which they have fondly christened "Radio City." At other bases, show-minded CBs have pitched up half

How to Submit Material

Authors and composers who desire to have their material reviewed for inclusion in the forthcoming entertainment booklets should send it to: Officer in Charge, Navy Liaison Unit, Entertainment Section, Special Services Division, A.S.F., 25 West 45th St., New York 18, N. Y., with an information copy of written material to BuPers, Navy Department, Washington 25, D. C., attention of Special Services Division, Welfare Activity.

a Quonset hut, leaving off the front, to provide a perfect stage and bandstand. But the entertainment unit hopes its booklet will convince all that so-called theatrical facilities aren't necessarily needed—that a show can sprout up anywhere, from the gun-fringed flight deck of an aircraft carrier to the fantail of a destroyer with a backdrop of depthbomb racks.

The books will be compiled and distributed as quickly as possible, depending upon the promptness with which authors and composers respond to the request for material. It is estimated the first should be rolling off the presses by 1 March 1945.

Any ship or station interested in obtaining the books may address requests to the Officer-in-Charge, Navy Liaison Unit, Entertainment Section, Special Service Division, A. S. F., 25 W. 45th St., New York 18, N. Y. Distribution will be restricted to the Army, Navy, Marine Corps and Coast Guard.

No compensation of any kind for publication of the material, or for any performances that result, can be paid to the authors or composers. However, each will reserve all commercial rights. It has been stipulated that no admission can be charged for performances in which the material is used. BuPers also assures contributors that it will apply for a copyright registration in the writer's name on all accepted material. However, it is essential that the writer fill out a special form, enclosure No. 2 of the circular letter. The contributor will receive full credit for his material in the book, which also will note at what ship or station the skit was first presented.

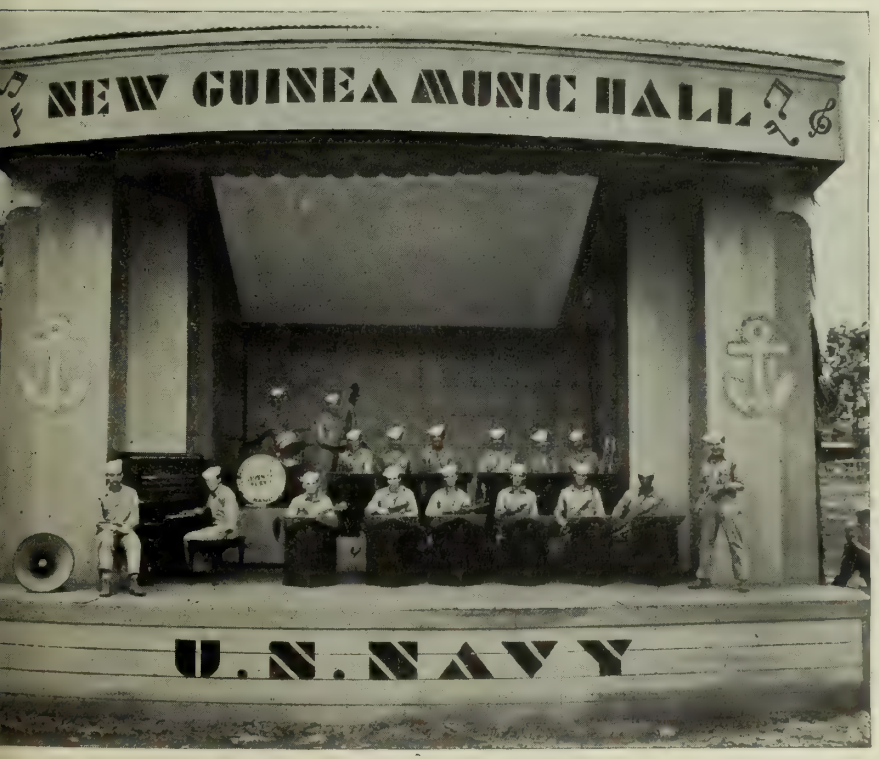
In time, it is BuPers' hope to be able to compile and distribute "package shows," complete as a new shaving kit, containing completely routined revues with gags for the master-of-ceremonies, crossovers, blackouts, sketches, parodies, community sings, proper form of introductions for specialty acts and everything that goes to make up a swiftly paced, well-rounded evening's entertainment. There will, of course, be no obligation to follow the material word-for-word, and each director will be free to alter the songs, gags or situations to suit local conditions.

SPOTLIGHTED by a tropic sun, a trio entertains aboard a Navy patrol craft. The ship's fantail serves as a stage and the blue Pacific sky as a backdrop.

A wealth of top-flight material should be available for the book. Some really professional-like shows have been produced by naval personnel both ashore and at sea. A carrier aircraft service unit presented a "new and nautical musical comedy, 'Waves and Wolves,'" at NAS Norfolk. Waves of the 4th Naval District produced a revue entitled "Barnacle Belles." Personnel at NTC, Sampson, N. Y., staged a star-studded revue, "The Show is On." And the Waves at Corpus Christi, Tex., put on the "USS Petticoat," a musical comedy which got rave notices as far away as New York.

At one advanced base personnel produced a variety show and costume party called "Spook Night." A submarine base put on a musical production titled "Night of Music." A Seabee unit in Europe staged "Blow It Out!" In the Pacific, "Bluejackets on Parade" was such a hit at its originating base that it was taken on tour to other bases, giving a total of 49 performances, not including bits that were staged in hospitals. Another Pacific show, "Navy Showboat," enjoyed a run of five weeks. Lanny Ross, the radio singing star, enjoyed it so much that he joined up with it on tour and stayed for 10 performances, saying it was the best military production he had ever seen.

No longer will only a comparative few enjoy these shows. Soon they'll "come aboard" each ship and station in booklet form, ready to be produced.



THE BAND of ComSerFor, 7th Fleet, holds the stage at the New Guinea Music Hall. Soon they will be able to swap scores and arrangements with other units.

ROCKETS

They Give Navy Small Craft and Planes The Wallop of Warships and Field Guns

• Planes spitting with the fierce destructiveness of warships. . .
• Tiny amphibious craft, bucking beachward, scattering a thunderous barrage that would do justice to a battery of field guns. . .

All this—and more, too—has been made possible by the development and use of rockets by the Navy in this war. So important have these weapons become, BuOrd revealed recently, that before the middle of this year the Navy will be spending $100,000,000 a month for rocket ammunition alone. This is as much as was spent monthly during the latter part of 1944 on all types of naval ammunition, from sidearm cartridges to 16-inch projectiles. Tremendous numbers of amphibious craft will be equipped with multiple banks of rocket launchers; hundreds of naval warplanes will have rocket projectiles slung under their wings.

To step up rocket production the Navy has made the Naval Ordnance Plant, Shumaker, near Camden, Ark., the No. 1 item on its current production and procurement program. This new plant will be the only naval ordnance plant working exclusively on rockets and—since the Navy procures most of the rockets for the Army as well as itself—the principal rocket-loading, assembly and storage plant for the entire country.

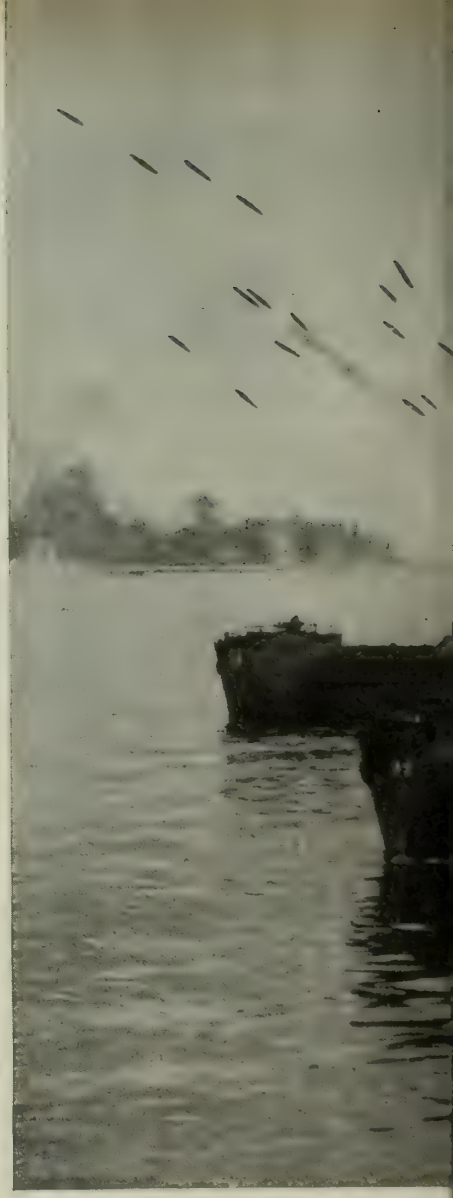
The plant will cover approximately 110 square miles—70,000 acres—and employ about 5,000 civilian workers, in addition to supervisory naval personnel. It is hoped to have part of it in operation by 1 March 1945. The plant is named for the late Capt. Samuel R. Shumaker, USN, who, as head of the Research and Development Section of BuOrd, was one of the nation's leaders in rocket development.

Rockets have proved their value in all theaters of this war. In combatting submarines, in attacking shipping, in slashing at enemy beach defenses to cover troop landings, in blasting shore establishments — in practically all types of offensive action they have been used with increasing success.

The weapons are not, by any means, intended to supplant gunfire; they merely supplement it. Their primary advantage is in their lack of recoil, thus making it possible to assemble tremendous hitting power on small craft which could not stand the shivering shock of guns of equivalent destructiveness.

Although rockets were not used in combat by the Navy until early in 1942, they are not new to the military world. Rockets as war weapons are actually more than 700 years old. Developed first by the Chinese in the 13th century, they were used in European wars from then until the 16th century, when the accuracy and mobility of cumbersome cannon were improved and the rockets went into decline.

In the 19th century the British revived rockets as war weapons, using them in the burning of Copenhagen, the siege of Danzig and against our own Fort McHenry in Baltimore. Their use in that last engagement has been immortalized in *The Star Spangled Banner* by the phrase, "The rockets' red glare . . ."

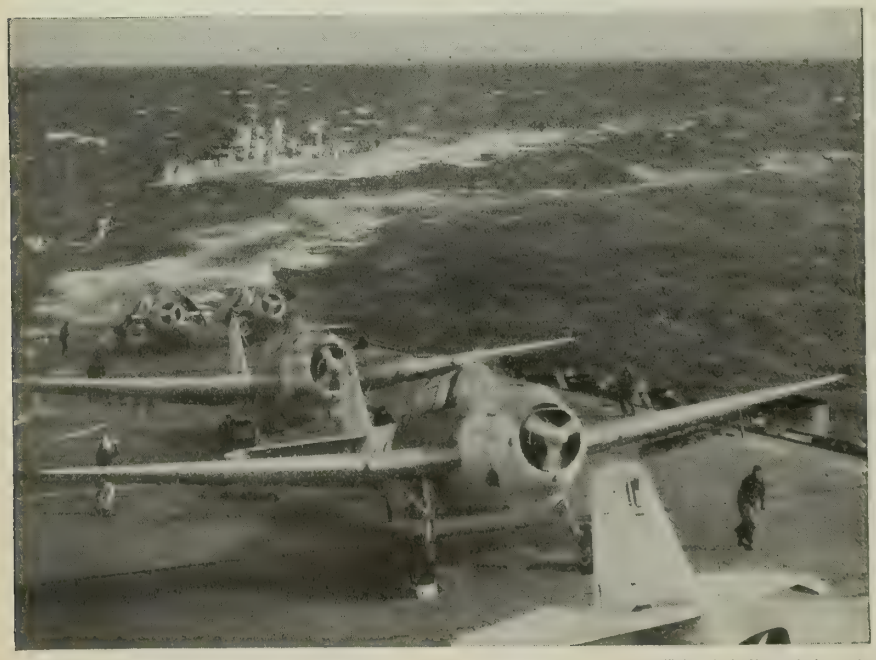


SMOKE AND FLAME envelop the

First use of rockets by American forces came during the Mexican War of 1846-48. At that time, almost every European army had a so-called "rocket corps." But, soon thereafter, artillery was immensely improved by development of rifled bores and fire control, and the rocket's light as a war weapon was again dimmed.

During World War I there were some isolated and ineffective instances of rockets being used as weapons. But, in the main, the military limited the use of rockets to signaling until 1941. Early in that year the airblitzed British began to scatter and shatter the Nazis' sky fleets with antiaircraft rockets and, during the summer, the Russians unveiled their famed and fearsome rocket launcher, Katusha, to stem the German hordes.

By no means, however, were the



Official U. S. Navy photographs

ON THE WINGS of the Navy's carrier planes, rockets provide highly mobile long-range artillery. Planes' speed adds to speed and accuracy of rockets.

aist of an LCI as it sends a barrage of rockets hurtling toward a Jap-held beach to clear the way for U. S. forces.

Nazis caught asleep. Their scientists and militarists, too, had been working on ultra-modern rockets, and it was not long before they developed their own powerful weapons. Best known of the enemy's rockets is the six-barreled smoke mortar, which Allied troops, with grim humor, have nicknamed "Screaming Meemie" and "Whistling Willie."

For years, both civilian and military scientists in the United States have been experimenting with rockets as a potential war weapon. In peacetime, however, the work toward development of a weapon is necessarily limited. Since 1941, U. S. development of rockets has been intensive and coordinated. All American rocket and research development is now a joint undertaking of the War and Navy Departments, working with the Office of Scientific Research and Development, a civilian pool of scientific and engineering experts mobilized for war research. Working with these agencies are National Defense Research Council groups, one of which has its headquarters at the California Institute of Technology, Pasadena, Calif. Practically all of the Navy's experimental rocket work has been done at California Tech, and BuOrd unstintingly praises the civilian scientists there for their work in helping make the rocket the effective weapon that it is today.

As simple in principle as the old-time Fourth of July skyrocket, American rockets and launchers are artillery-like weapons: the rocket is the equivalent of a shell, plus the propellant powder charge; the launcher is the gun. Both rocket and launcher vary in length and diameter. The rockets have warheads that carry varying amounts of high explosives, or smoke or incendiary chemicals. The tube that extends aft of the head contains the propellant—a material that, when electrically ignited, generates expanding gas which propels the rocket forward by pushing against the head. Some rockets have fins, either fixed or folding, to stabilize flight.

The size of the rockets is determined by the job cut out for them. The size of the head chamber depends upon the detonation desired, and the size of the propellant chamber depends upon the distance which the rocket must travel and its velocity.

The Navy's first use of the rocket was against submarines a little more than two years ago. When Nazi U-boats began to boldly poke their iron heads above the water to do battle on the surface with patrol bombers, the Navy equipped its patrolling aircraft with rockets which proved invaluable in the weird duels.

Rockets from landing craft were given their initial battle test late in 1942. They were first used operationally in the invasion of North Africa. Some 3,000 of them were manufactured almost overnight at California Institute of Technology and flown to the east coast. Right off the bat, they proved ideal for providing a protective barrage after the naval and aerial bombardments have necessarily ceased and the first wave of assault troops is going ashore. Fired from multiple launchers on small landing craft, the rockets spread death and destruction among enemy machine gunners who might be lying in wait for the troops to hit the beach.

A 4.5-inch rocket is usually used for such operations. Its warhead is thin walled, so that it not only has tremen-

FIGHTER PLANE loaded with rockets by carrier crewmen is given increased versatility and striking power.

Official U. S. Navy photographs

FIERY TAILS trace the path of rockets fired from an LCI. The close-range target, Mindoro Island, can be seen smoking from previous rocket salvos.

dous explosive quality but is fragmentary and showers the surrounding area with shrapnel-like pieces of its casing.

Since their unveiling in the North African operations, rocket-equipped landing craft have been used effectively in the invasions of Sicily, Italy, Normandy and Southern France; and in the amphibious assaults on Cape Gloucester, Kwajalein, Eniwetok, Saipan, Guam, the Palaus and the Philippines. In the Saipan landing, rocket launchers were put on amphibious "ducks" and provided protection for troops as they advanced beyond the coverage of gunfire from naval ships and crossed the last dangerous yards before gaining the beachheads. At Guam, some 10,000 were fired in less than five minutes from the tiny assault boats; it would have been impractical to lay down such a barrage from ships. The destruction wrought by rockets at Guam is best described in an account of our recapture of that Pacific base, which said: "Ashore, the effect of the rocket barrage was devasting. Palm trees were shattered, underbrush disappeared in shreds, and the concussion of the rocket bombs as they hit their targets rocked the entire beach front . . . It was a quick, awesome show."

And then there are the words of a young enlisted man who took part in the landings at Salerno, Anzio and Southern France: "There's nothing that bucks you up like seeing the rocket ships doing their stuff when you're going in with the first wave. If there's anything on the beach, we know it won't be there after the rocket barrage. It busts up everything, and

MANY HANDS are needed to load multiple rocket launchers on a landing craft. Note cylinder fin of this type.

that includes mines and barbwire entanglements."

The birth of the Navy airborne rocket which is being used so effectively now came in late 1943. Some British airborne rockets were brought over to this country for tests. California Institute of Technology scientists and BuOrd experts developed a few necessary changes to make them more suitable for use by American aircraft. These rockets were fired with such effectiveness in experiments by naval flyers on the West Coast that BuOrd ordered manufacture begun at once.

The new 5.0-inch aerial weapon made its combat debut in March 1944 during an attack by Marine flyers on the huge Jap base at Rabaul. Among the targets struck was a 450-ton enemy ship. The flyers were most enthusiastic about the destructive power of the new weapon, and so satisfying have been its continuing performances that the Navy is now equipping many of its planes, both amphibious and carrier-based, with rockets.

Navy rocket-equipped planes were unusually successful at Mille, the Palaus, Woleai, Hollandia and Truk. On one raid against a Japanese stronghold in the Palaus a naval torpedo plane squadron, combining rocket fire with skip bombing, accounted for five of 25 enemy ships destroyed. Rocket-firing carrier-based planes also combined use of the new weapon with bombs in the late October sea battle of the Philippines in which the central attacking force of the Jap fleet was driven back through the San Bernardino Strait with heavy losses.

Equipped with rockets, fighter planes now have the striking power of artillery, without, of course, the weight and recoil of the heavy guns. As with landing craft, plane rockets are not intended to replace standard armament but rather to augment it.

The customary practice is to arm a plane with eight 5.0-inch rockets, four slung under each wing. With eight such projectiles under the thumb of the pilot, the attacking plane approximates the blasting power of a light cruiser's salvo. However, unlike the cruiser's guns which can fire time and again during combat, the plane's rocket launchers just pack one punch apiece and cannot be reloaded in flight.

Combining its own propulsion with the forward motion of the diving plane, the airborne rocket travels with considerable velocity. This greatly increased speed makes airborne rockets far more accurate than those fired from slow-moving or stationary craft.

One of the most important advantages of the airborne rocket in raking enemy shipping and blasting pin-point antiaircraft gun emplacements is the fact that the attacking plane does not have to come in as close to the target as when it is divebombing or machine gunning. Rockets can be released with considerable accuracy at a much greater distance from the target. Thus pilots' lives are not exposed as much as on bombing and strafing missions when they are forced to penetrate a heavy blanket of intense enemy short-ranged protective fire.

The Navy has carefully coordinated its rocket program with that of the Army in what is a perfect example of cooperative procurement. The highly successful "bazooka," the 2.36-inch antitank weapon which weighs merely three and one-third pounds, yet can blast through steel armor plate, is strictly an Army product; but all other rockets used by the two services are produced under naval contracts with the Army furnishing the explosive and propellant powders and the Navy furnishing the metal parts, and doing the loading and assembly.

The Army Air Forces have equipped P-38 Lightnings, P-39 Airacobras, P-40 Warhawks, P-47 Thunderbolts and P-51 Mustangs with rocket launchers. In the China-Burma-India theater P-51s, each carrying Army-type 4.5-inch rockets, fired 290 rounds and destroyed six large warehouses, 12 medium-sized warehouses, one foundry, four locomotives, 10 aircraft, two river boats and four native shacks, and damaged two medium-sized warehouses, five medium-sized buildings, one locomotive and 13 aircraft. In one sortie against a railroad yard in France, P-47s, in the first run, scored a direct hit on a flak tower, putting it out of action and then on subsequent runs destroyed 25 locomotives, three repair shops and a roundhouse.

Such reports show why BuOrd now rates rocket weapons as a "must" production item; why rocket research and production have top priorities.

For rockets' success, in both Europe and the Pacific, have turned an ageless dream into a nightmare for our foes. The gadget which starry-eyed inventors once talked of firing at the Man in the Moon is now carrying the war ever closer to the little men behind the Rising Sun.

WAR'S FIRST SHOT AGAINST

How USS *Ward*, Lost Recently Off Leyte, Sank Sub An Hour Before Enemy Planes Attacked Pearl Harbor

On 7 Dec. 1944 the destroyer-transport USS Ward, *hard hit during a Jap aerial-torpedo attack while supporting the landing at Ormoc in the Philippines, was abandoned without loss of personnel and sunk by our own forces (see Navy Department Communique No. 561, p. 49).*

On 7 Dec. 1941, just three years earlier, the Ward *had fired what is believed to have been America's first shot of the war against the Japanese. The first detailed public account of that action appears below.*

The article is an excerpt from the book Battle Report, *prepared from official sources by Comdr. Walter Karig,* USNR, *and Lieut. Welbourn Kelley,* USNR, *of the Navy Department's Office of Public Relations, and published recently by Farrar & Rinehart, Inc., for the Council on Books in Wartime.*

Between the time of this first victory over the Japs off Pearl Harbor and her loss off Leyte the Ward *had been in action in the Solomons, New Guinea and Philippine campaigns.*

USS *Ward* was slightly on the decrepit side, but she was Lieut. William Woodward Outerbridge's first command, and he was proud of her.

Outerbridge had been executive officer of USS *Cummings*, one of the more modern destroyers, when he was promoted to the command of the *Ward*, which was named for Comdr. James Harmon Ward, first naval officer killed in the War Between the States. The *Ward* was a product of the 1918 construction frenzy, an obsolescent four-piper which had been launched in the world's record time of 17½ days after her keel was laid in the Mare Island Navy Yard on 15 May in that "last year of the war." She had been catalogued as overage since 24 July 1934, and although the destroyer had been reconditioned a year or so before, her designed top speed of 30-plus knots would cause her to get lost in the wake of the newer tin cans. Her 4-inch .50-caliber guns were antiques beside the dual-purpose 5-inch 38's of later destroyers, and they could not be elevated sufficiently to serve as antiaircraft weapons.

But still she was a fighting ship. Most important, she was his ship, and as his first command the name *Ward* would echo fondly in his memory all the rest of his life. . . .

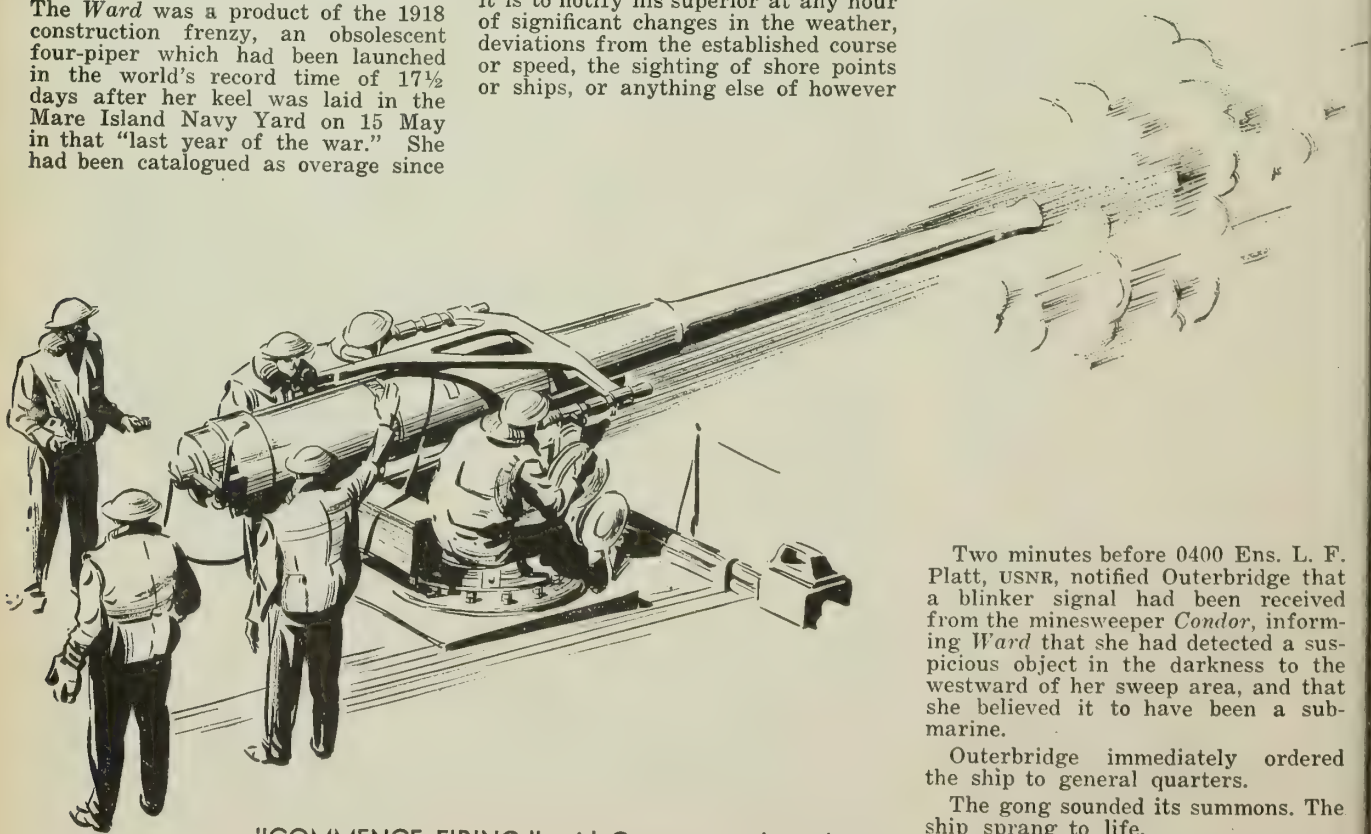
The *Ward* was standing in for Pearl Harbor that night of 6 December, having completed her first patrol under Lieutenant Outerbridge's command. After a check to make sure that all stations were manned and everything aboard shipshape, the new skipper turned in at around 2400. There was no sea cabin on the *Ward*, so Outerbridge slept in the charthouse, just aft of the bridge. His bed was a wire bunk which could be easily stowed. There were, of course, comparatively good quarters below, but when a ship is at sea her captain is never far from the bridge.

Of course when the captain is asleep or resting he can be called at any time by the officer of the deck, whose duty it is to notify his superior at any hour of significant changes in the weather, deviations from the established course or speed, the sighting of shore points or ships, or anything else of however mild importance to the ship's mission.

Outerbridge recalls that he felt the usual nervousness of a young officer not yet wholly accustomed to his first full command, and so he dozed fitfully in the cramped wire cot atop the chartroom table. He was the only "regular Navy" officer aboard, of the Academy class of '27. All others of the ship's company and crew were Naval Reservists, practically all from the 47th Reserve division of St. Paul, Minnesota. But that did not worry the skipper. "They were a good bunch —they were all 4.0 boys," he said later.

The *Ward* was operating on only two of her four boilers, standard practice for the kind of work she was doing—cutting three-mile figure 8's by steaming up one side and drifting down the other with the tide. With half her power cut out, *Ward* had a top speed of 20 knots but she was not making that much when Outerbridge hazily heard, in his half-sleep, the shuffle of feet on deck plates as the men on the morning watch came up to relieve the midwatch.

The midwatch was not relieved at the stroke of eight bells that morning.



"COMMENCE FIRING," said Goepner, and number 1 gun loosed the first shot of the war in the Pacific.

Two minutes before 0400 Ens. L. F. Platt, USNR, notified Outerbridge that a blinker signal had been received from the minesweeper *Condor*, informing *Ward* that she had detected a suspicious object in the darkness to the westward of her sweep area, and that she believed it to have been a submarine.

Outerbridge immediately ordered the ship to general quarters.

The gong sounded its summons. The ship sprang to life.

When general quarters is sounded aboard a ship it demands instant ac-

THE JAPS

tion from all, bar none except the helpless in sick bay. Gun crews race for the deck and ammunition handlers tumble below to magazines and hoists. Watertight doors clang shut and are dogged down. Damage-control parties spring to their stations. First-aid equipment is broken out and placed at strategic points about the ship where it might be needed. Every man has a job to do—fast. For a minute or two all is apparently frenzy. Then comes quiet, as every man stands at his station awaiting orders.

Lieut. H. T. Doughty, USNR, the executive officer, reached the bridge from his quarters below while the alarm was still sounding.

"What's up, Captain?"

Outerbridge told him, as he rang for all the speed *Ward's* two boilers would provide and as he conned the ship in the direction *Condor* had given.

The *Ward* searched for nearly an hour, combing a wide pattern and with all topside hands on lookout. No sound contact was made, no suspicious craft or object was sighted. Then she returned and spoke *Condor* again, this time by voice radio over the TBS (talk-between-ships) circuit. As intercepted and logged by a naval radio station on Oahu, the dialogue went:

Ward: What was the approximate distance and course of the submarine you sighted?

Condor: The course was about what we were steering at the time, 020 magnetic and about 1,000 yards from the entrance.

Ward: Do you have any additional information on the sub?

Condor: No additional information.

Ward: When was the last time approximately that you saw the submarine?

Condor: Approximately 0350 and he was apparently heading for the entrance.

"If the *Condor* people saw anything, it isn't out here now," Outerbridge concluded. "Secure from quarters, Mr. Doughty. Set condition two and keep a sharp lookout."

The bos'un passed the word to secure, and the ship relaxed. Those men not on watch straggled back to their sleeping quarters and hit the sack. Doughty returned to his bunk, and Outerbridge to his cot in the charthouse. Ensign Platt turned over the deck to Lt. (jg) O. W. Goepner, USNR, a young Chicagoan who had entered the service via the naval ROTC unit at Northwestern University. He was also gunnery officer of the destroyer.

At 0637, Outerbridge was again awakened, this time by Goepner shouting: "Come on the bridge, Captain! Come on the bridge!"

Outerbridge grumbled sleepily, as he swung his feet to the floor. But what Goepner had to say caused the destroyer captain to cancel his comment on overzealous young reserve officers. Hs grabbed his spectacles and Japanese kimona. On the bridge in the next instant he followed Goepner's excited directions: off the port bow was the target ship *Antares*, towing her cumbersome raft to Pearl Harbor, and between ship and raft was a smaller object which had no right to be there.

EVERY OFFICER and man in a position to view the engagement agreed that the first shot was a near miss, that the second penetrated the conning tower.

"We've been watching it, sir, and we think it's moving," Goepner said. He hurriedly explained that the object had been first sighted to port as *Ward* and *Antares* came abreast, and that he had ordered the destroyer's course reversed to bring it to closer view.

"Go to general quarters," instantly ordered Outerbridge. "Go to general quarters—and bear a hand!"

One look at the suspicious object, and he knew that it was a submarine conning tower; he knew, too, it was unlike any submarine's silhouette with which he was familiar. And, with that, *Antares* blinker-messaged her suspicion that she was being followed.

Later Outerbridge admitted to an awful moment when it occurred to him that the submarine might just possibly be one of our own; that if he attacked and sank it he would be sending some of his own brothers-in-arms to death. Whatever his thoughts, they caused no delay in his actions. He had his orders. He acted upon them.

Outerbridge rang up full speed and ordered the helmsman to come hard right and to head for the submarine.

"Load all guns and stand by to commence firing."

Over the battle circuit came the word: "Number one gun manned and ready, sir . . . Number two gun manned and ready. . ."

"Stand by to drop depth charges," ordered Outerbridge, and he told Goepner to fire when ready.

The *Ward's* new course was plotted just barely to miss collision with the submarine. As the destroyer bore down upon the target a Navy PBY, returning from long-range patrol, circled overhead and dropped a smoke bomb to help mark the submarine's locations. In the confusion of the next few hours, the plane was first understood to have sunk a submarine. It was now about 0645, with a murky dawn rising behind the destroyer. . . .

The *Ward* was now within a hundred yards of the submarine.

"Commence firing," said Goepner, and Number 1 gun in the bow of the destroyer loosed the first shot in the war of the Pacific!

The shell screamed over the target by inches and ricocheted into the sea. And now it was obvious that the submarine was truly a mystery ship, a pygmy whose conning tower presented only a sharpshooter's target.

Number 3 gun opened up from the waist of the ship. The *Ward's* range finders did not operate under 600 yards, so the gun was on the pointer

fire, like a squirrel rifle, with a point-blank range of 75 yards.

The gun spoke and its detonation was echoed in a yell as the projectile was seen to strike the conning tower. As the *Ward's* stern crossed the bow of the diving submarine, Outerbridge ordered: "Drop depth charges!"

Chief Torpedoman W. C. Maskzawitz was at his station on the fantail, adjusting the pistols on the depth charges so that the explosions would meet the submarine at the stages of its estimated descent.

There were four short blasts of the ship's whistle, and with each blast an ashcan rolled off the stern into the submarine's path. The pattern was perfect.

"I let go the first charge just as the sub started under," Maskzawitz said later. "The second charge was already in the water when the first one exploded. I think the sub waded directly into our first charge."

There was no doubt in the mind of anyone topside that the submarine had been struck and sunk. Outerbridge marked the time—0651—and sent a message to Pearl Harbor:

"We have dropped depth charges on sub operating in defensive area."

Outerbridge thought that perhaps this was inadequate notification of a most extraordinary event, so the first message was followed in two minutes by a second:

WE HAVE ATTACKED FIRED UPON AND DROPPED DEPTH CHARGES UPON SUBMARINE OPERATING IN DEFENSIVE AREA.

He waited for a few minutes and then queried the naval radio station to be sure his message had been received and understood. The operator at Bishop's Point acknowledged receipt.

When some of the secrecy guarding the Navy's files may be relaxed after the war, historians can read the eyewitness reports of this engagement submitted by every officer and man in a position to view it. Most terse of them all is Seaman 2/c William Fenton's, the young reservist who pointed No. 3 gun:

"Was standing 4-8 watch when general alarm sounded. I manned gun 3, my station, saw submarine conning tower, got word to fire when on. Got on target and fired. We shot at their port side. Submarine went down just after it passed our stern, then depth charges were dropped."

One of the fullest statements is that of Seaman 1/c H. F. Gearin, who was quartermaster when, as he described it, "the *Antares* stood out over the horizon from the southwest. She had a tow with about 300 feet of line out. At 0640 the helmsman H. E. Raenbig, Seaman 2/c, called my attention to a black object almost midway between the *Antares* and her tow. I immediately took a look at it and reported it to the officer of the deck. The *Antares* at this time was almost broad on our port beam. Her tow was broad on our port bow. She was about a mile distant. . ."

Raenbig, the first man to sight the enemy, had a view of the ensuing action so good that he could see the gleam of glass in the periscope. In his report he tells of seeing a hole appear in the conning tower after No. 3 gun spoke. Russell H. Knapp, boatswain's mate second class and gun captain, said that "it looked to me as if our shot hit at the base of the moving object, but I am not sure that the shell exploded, although there was a loud report at the time."

The depositions independently taken from every officer and man in a position to view the engagement agreed that the first shot was a near miss, that the second penetrated the conning tower at the water line. From captured specimens it was later learned that the two-man subs had no hatch between conning tower and hull. A hit meant a kill. It was to a mortally wounded submarine that Chief Maskzawitz's depth charges gave the coup de grace—a full hour before the enemy's descent in force on Pearl Harbor.

The *Ward's* work was by no means over. Now that the submarine had been sunk, the destroyer began a methodical search of the restricted area. Caught in the level rays of sunrise, a fishing craft was sighted where it should not have been—a motor-driven sampan out of Honolulu which put on all speed as *Ward* charged down upon it. But the sampan quickly abandoned hopeless flight and hove to, wallowing in the water as the destroyer surged alongside. Three Japanese came to the rail, two with their hands in the air and one waving a white flag. The prize taken by *Ward* was turned over to a Coast Guard cutter that had joined the pursuit, and *Ward* proceeded with her task of combing the harbor entrance, dropping depth charges on every suspicious echo her sonic apparatus raised.

"I suppose we killed a lot of innocent fish," Outerbridge now remarks, "but there is a chance—a chance—that we got one other submarine."

The Coast Guard cutter, with the sampan in tow, was heading into the harbor mouth when *Ward's* lookouts passed the word of an extraordinary number of airplanes over Pearl. With that, pillars of black smoke rose up inland, and, seconds later, the reverberations of tremendous explosions boomed across the water. War maneuvers of the past few months had been realistic enough, but they had not reached these fantastic proportions.

Then an airplane screeched out of a dive, and Outerbridge saw a black, cylindrical object hurtle from it in an arc toward the cutter and its captive. The bomb fell astern of the sampan, its explosion demolishing a skiff that was in tow, but what *Ward's* men were looking at were the vermilion disks on the plane's wings.

"I knew then," Outerbridge says mildly, "that all hell had broken loose."

THE SAMPAN quickly abandoned hopeless flight and hove to. Three Japanese came to the rail, two with hands in air and one waving a white flag.

Official U. S. Navy photograph

STEPS UPWARD: Men from fleet. toting seabags, report to V-12 unit at University of California at Los Angeles.

Commissions for Enlisted Men

Larger Proportion of Officer Appointments Now Going To Those from Ranks . . . Who's Eligible, How to Apply

Although the total number of commissions being granted by the Navy, Marine Corps and Coast Guard is less today than earlier in the war, when the three services were expanding from a combined peacetime complement of some 300,000 to their present strength of more than 3,000,000, a larger proportion of new commissions now is going to personnel from the ranks and a smaller share to civilians.

More men from fleets and stations, and fewer civilians, are being selected for the various officer-training programs, and about the only billets being filled directly from civilian life are highly specialized ones for the Medical Corps, Supply Corps and Chaplain Corps.

There are six paths an enlisted man in the Navy may follow to reach appointment as a commissioned officer:

1. The V-5 Program, requirements for which are set forth in BuPers Circ. Ltr. 138-44 (NDB, 15 May 1944, 44-572). (Former aviation officer candidates who were de-selected or voluntarily withdrew because of quota restrictions previously in force may apply for re-entry under BuPers Circ. Ltr. 391-44, see page 72 of this issue for details.)
2. The V-7 Program, BuPers Circ. Ltr. 373-44 (NDB, 15 Dec. 1944, 44-1402).
3. The V-12 Program, BuPers Circ. Ltr. 374-44 (NDB, 15 Dec. 1944, 44-1403).
4. Competitive examination for entrance into U. S. Naval Academy, BuPers Circ. Ltr. 294-44 (NDB, 30 Sept. 1944, 44-1142).

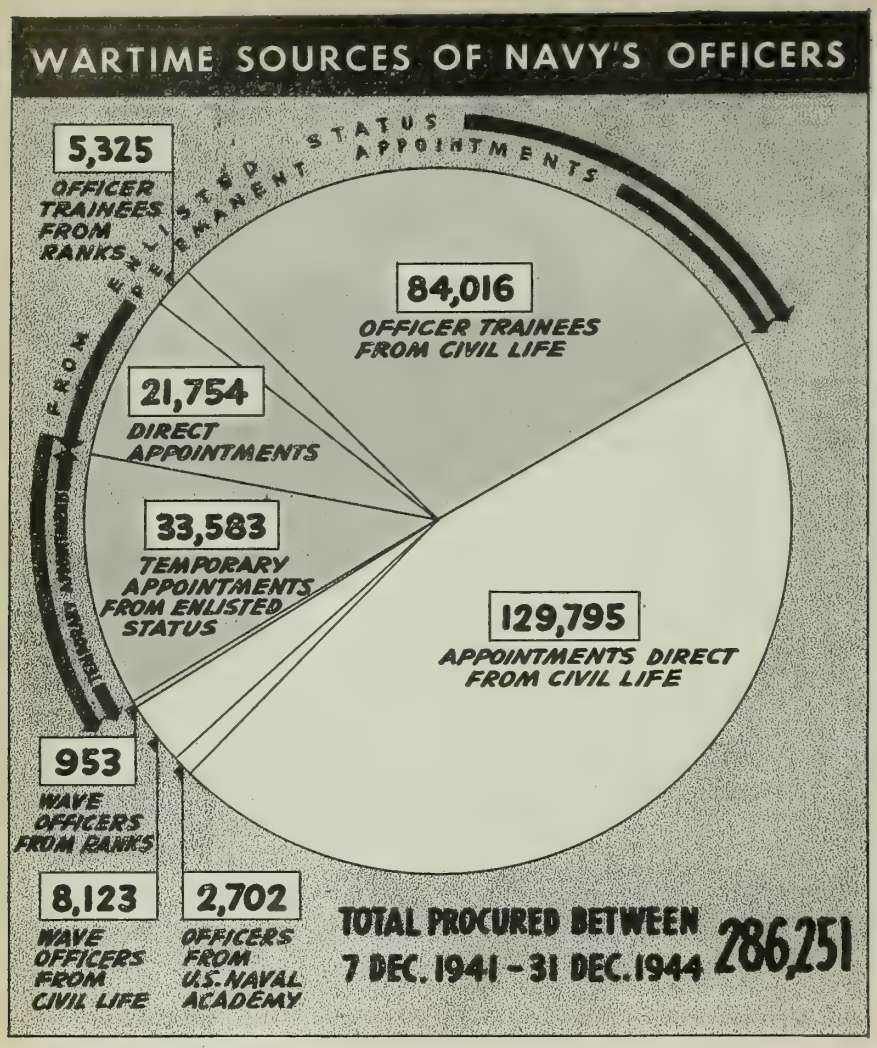
5 & 6. Direct temporary or permanent appointment in USN and USNR, BuPers Circ. Ltr. 152-43 (NDB, cum. ed. 43-1326); BuPers Circ. Ltr. 159-42, (NDB, cum. ed. 42-1023). A new directive, dealing with direct appointments in the regular and reserve components of the Navy, is now being prepared and will be issued in the near future. Provisions in the new directive will be substantially the same as those contained in this article.

Details on V-7 and V-12 were reported in the January 1945 INFORMATION BULLETIN, p. 73. Procedure to follow to obtain one of the 200 Naval Academy appointments granted annually to enlisted men was described in the November 1944 issue of INFORMATION BULLETIN, p. 70. The following material, therefore, deals mainly with the procedure and requirements for permanent and temporary appointment from enlisted status.

These two paths to a commission allow for a considerable leeway in age and educational requirements, and are less rigid about physical qualifications than the other four paths. Enlisted men in the Reserve may apply for temporary or permanent appointments in the Naval Reserve; regular Navy men may apply for temporary appointments in the regular Navy.

For permanent appointment, the age span is 19 to 37, inclusive; the educational requirements are a degree from an accredited college or two years accredited-college work plus one year of active duty at sea; and the physical qualifications include minimum 15/20 vision correctible to 20/20, and normal color perception.

For men qualified for certain specified billets, some of the qualifications are waived. A directive will be issued



in the future calling for applications for such highly specialized jobs.

For permanent appointment, the candidate must submit an application to BuPers, via his CO, who will recommend only the very best prospects. If granted a commission, the man usually is sent to an indoctrination school for two months or so. In exceptional cases a new officer may go directly to his billet without indoctrination.

To be eligible to apply for temporary appointments, men must be rated petty officers first class or above, or be warrant officers. Appointment as temporary officer must be initiated by the CO and is based on the recommendation of CO, service record, civilian background and leadership qualities. There are no fixed educational requirements, and the age limit varies with the commission applied for. A certain amount of sea duty is required but this may be waived in exceptional cases, and shore duty outside the continental limits is sometimes accepted in lieu of sea duty.

The difference between appointments to temporary and permanent commissions is that six months after the war the temporary officer reverts to his former status. Full protection of his permanent status is assured each enlisted man or warrant who accepts a temporary commission. Under the law, he shall not be "prejudiced thereby in regards to promotion, advancement, or appointment" and his "rights, benefits, privileges and gratuities shall not be lost or abridged in any respect whatever."

If physical disability is incurred while serving in a temporary appointment in the line of duty the officer is entitled to retirement pay at the rate of 75% of the active duty pay of his temporary rank.

For temporary appointment from warrant or chief warrant to ensign or lieutenant (jg) one must:

1. Have had 12 months' continuous active duty, as warrant and/or chief warrant;
2. Be physically fit for all duties afloat and ashore, with waiver possible for defects which are not organic and not likely to interfere with performance of duty. Vision must be 15/20, with exceptionally qualified candidates accepted at 12/20, correctible to 20/20.
3. Have had education sufficient so that he can do necessary paper work.
4. Have clear Navy record for five years and no offenses indicating moral turpitude.

For temporary appointment from CPO or PO1c to ensign, one must:

1. Have had five years' continuous active duty (afloat and ashore); or equivalent experience in closely related civilian job; or two years of college, one year afloat;
2. Be physically fit for all duties afloat and ashore, with waiver possible for inorganic defects which are not likely to interfere with performance of duty. Vision must be 15/20 in each eye (12/20 in exceptional cases), fully correctible;
3. Have at least two years' high school;
4. Have a clear Navy record with no offenses for five years, or for entire service if less than five years.

From CPO and PO1c to temporary warrant:

1. Have had five years' continuous active duty afloat and ashore, or three years' afloat since 7 Dec. 1941; or equivalent experience in civilian job; or two years of college and one year afloat;
2. Be physically fit, with waiver for defects which are not organic and not likely to interfere in the performance of duty. Vision 8/20, fully correctible;
3. Be not more than 50 years old (men over 40 must be outstanding);
4. Have education sufficient to do paper work;
5. Have clear Navy record for at least two years with no offenses showing weak character or moral turpitude on record.

For appointments not requiring seagoing qualifications (such as carpenter (CEC) and personnel in the aviation category) service outside the continental limits may be considered equivalent of sea duty; and, in exceptional cases, certain types of service within the U.S. are acceptable.

Coast Guard

Like the Navy, the Coast Guard is pleased with the achievement of former enlisted men who have risen to commissioned rank and to warrant grade, and it is continuing its policy of gleaning the ranks for the best available men to fill officer billets whenever they are open. However, the Coast Guard does not participate in the V-5, V-7 or V-12 programs (except for V-12 medical or dental graduate work) and, at present, is up to its full commissioned and warrant strength.

Vacancies occur from time to time because of retirements, resignations or deaths of officers and thus a limited number of highly qualified enlisted men are sought for the Reserve Officer Training Course at the Coast

Guard Academy (Coast Guard Personnel Bulletin No. 138-44).

To be eligible to apply for this training, a man must:

1. Have reached his 21st, but not his 34th, birthday at time application is made;

2. Meet regular Coast Guard physical requirements;

3. Not have been previously enrolled in the academy course and dropped out for any reason.

Any eligible man desiring this training may make application to his CO, who will indicate by endorsement whether or not he recommends transfer. If he recommends the man, the CO will then arrange for administration of the new Officer Candidate Qualification Examination and the physical examination. Reports of these then will be forwarded with the man's application and the CO's endorsement to Coast Guard Headquarters. If the man is not recommended, the CO will forward the application to headquarters with a statement of the reason why the man isn't recommended.

The Coast Guard Academy course is a general one and graduates are commissioned for general duty only. Personnel retain their ratings throughout the course. Upon successful completion, members of the regular Coast Guard are promoted to temporary officer status and members of the reserve receive reserve commissions.

For selection of men to fill vacancies in warrant grades, eligibility lists are maintained by the Coast Guard Procurement Office.

Under this system, when it becomes apparent that certain types of warrant officers will be needed—say, for instance, carpenters—an Alcoast is issued notifying COs that approved applications of qualified enlisted men will be accepted for consideration. The CO's recommendations of these men are briefed by the Procurement Officer, a panel of officers grade the candidates and an eligibility list is established. The best available applicant is placed at the top of this list, the next best is second, etc. Then when the need for a warrant carpenter arises, the top man on the list, if still qualified and available, will be selected and appointed. No warrant carpenter is appointed except from this list of enlisted men, and no other names are solicited or considered for the list until the original group is exhausted. This is true in the case of electricians, machinists, gunners, pay clerks, etc. Only exception is the warrant boatswain. Names of prospective warrant boatswains are not solicited by the Procurement Officer, since enough candidates are received without solicitation from COs. These names are kept available for consideration when need arises.

In compiling eligibility lists the Coast Guard Procurement Office gives particular attention to length of service, health and general experience (ashore and afloat). No applicant can be more than 50 years of age.

Marine Corps

Enlisted men of the Marine Corps are not only still participating in the V-12 College Training Program with a new class to start 1 March 1945 (Marine Corps Letters of Instruction 871 and 805), but COs are being urged to select enlisted personnel for assignment to the Training Battalion, Marine Corps Schools, or the pre-Platoon Commanders School (formerly pre-O.C.S.), leading to further assignment to the Platoon Commander School, formerly O.C.S. (Marine Corps Letter of Instruction 878).

An applicant for transfer to the Platoon Commanders School, Marine Corps Schools, must fulfill the following requirements:

1. Be on active duty;

2. Have completed four months' active service immediately prior to date when recommended by CO;

3. Be a male citizen who has reached his 19th birthday, but not his 32d, on date of application;

4. Be physically qualified for commissioned rank, including minimum vision of 15/20, correctible to 20/20.

5. Have a minimum education of two years (four semesters) of college work successfully completed in an accredited institution; or a minimum of one year (two semesters) in college and one year service outside continental limits when application is made.

6. Have passed the Marine Corps GCT with a minimum standard score of 110.

7. Be recommended by his CO on the basis of clearly demonstrated officer-like qualities.

The applicant should address his application in his own handwriting to the Commandant, Marine Corps, and submit it via his CO along with birth certificate, physical report by Navy medical officer and certified transcript of college record.

A warrant officer or enlisted man seeking appointment as a second lieutenant for aviation ground duty must be on active duty, be a citizen who has reached his 25th, but not his 40th birthday on date of application, and have two years' college or its equivalent.

The application should be accompanied by (1) a letter from the candidate in his own handwriting to the Commandant, U. S. Marine Corps, requesting a commission as aviation ground officer and outlining briefly his education, career and service record; (2) a birth certificate under the seal of office of issue; (3) a Navy medical officer's certificate.

All candidates recommended will be considered by a selection board at Marine Corps Headquarters. Those selected will be commissioned as second lieutenants and, where necessary, ordered to the Aviation Ground Officers School at Quantico, Va. Men appointed from the first three pay grades will receive temporary appointments in the Marine Corps or its reserve; those from below the first three grades will receive permanent appointments in the reserve.

Official U. S. Navy photograph

CAMPAIGN RIBBONS lend color to group at Purdue as V-12 trainees (left) swap combat yarns with two veterans (right) assigned to unit as consultants.

'A Rather Full Day'

The following report was written aboard a Navy rescue vessel by a Hell-diver pilot the day after he participated in a strike by carrier aircraft against Iwo Jima in the Volcano Islands.

IT all started yesterday morning when, at 0845, I was awakened gently but firmly out of my sack and was told that I was going on the first strike. That in itself was a change from the planning of the day before, since I had not been scheduled to take off until the second strike, which was at about 1400.

After a quick briefing and a bite of breakfast, we manned our planes. Proceeding to kill some more time sitting in the cockpit, we finally took off at 1000.

After about an hour and 20 minutes the target came into view. It was a very innocent looking little island.

The ack-ack wasn't too bad to start with; but as we got closer, it got thicker—and I mean thick! It was a hell of a time to be thinking of a song, but that verse of *I Want To Go Home* that goes "Time says that ack-ack's a beautiful sight, Life paints a picture of tracers at night, But this stuff we hear is real, up close it loses appeal" kept running through my mind. About the time I got to that last line it was push-over point. I saw what looked like a Betty (Japanese twin-engine bomber) below me on the edge of the runway and aimed my bomb at it.

About then things started happening pretty fast. At 6,500 feet a nice big black puff of smoke appeared right in front of me. I don't know whether it was 40-mm. or bigger, but I didn't feel anything hit the plane. I released at 2,500 feet and started to get out of the local area, which was getting rather crowded with those nice black puffs.

All this time Harvey—who is my rear seat man and is the best in the business as far as I'm concerned—was getting a rear view of the whole action. He said he was going to take some pictures of the damage we had done. (I think I hit something that burned, because there was quite a column of smoke when I glanced back.)

Harvey had no sooner mentioned the camera than all hell broke loose in the engine. Smoke started pouring from under the cowl, and the engine started running very rough. My cylinder-head temperature had jumped to 290 degrees. I noticed my windshield was well covered with oil, and my oil pressure had dropped to between 15 and 20 pounds. It suddenly dawned on me that we had been hit and that our chances of ending up in the briny deep were good.

Just as I was telling Harvey to prepare for a water landing and to get the raft out, I saw one of our boys go in. When I saw him he was at about 1,000 feet and going straight down. There was nothing but a big splash and explosion. Nothing else.

We were still losing power and altitude. At about 300 feet the plane began to hold her own at 110 knots, and I found time enough to call Lieut. Banker [another pilot in the same attack] on the air and tell him what was the matter. He said for me to join up on him, and me barely making 110 knots! I also noticed that two of our fighters were covering me by this time. I had hoped the plane would keep flying; but just as I came into what I thought was the wind, she started to freeze up for good. So down we went.

While all this was going on, I had managed to get out of my parachute harness and tighten my shoulder straps. There was quite a splash when we hit but not too much of a bump.

By the time I got out Harvey had the raft out and was starting to inflate it. A corking good job on his part. Harvey was yelling at me to get in the raft, but I was trying to get the small raft in the front seat out. I finally gave that up as a bad job and dove off the trailing edge of the port wing. By this time the raft had drifted 30 or 40 feet from the plane and was moving fast. I reached it by swimming but was rather worn out.

With Harvey's help I got my gear off and into the raft and managed to drag myself in too. Both of us were pretty well worn out, and the nervous reaction was beginning to take effect on us. This consisted mostly of what is commonly known as the "dry heaves."

We put a dye marker in the water immediately and waved at the planes circling us to let them know we were OK. We then settled down to the routine of bailing water out of the raft and getting sick. This went on until we were picked up, which was about 1445.

We had been in the water about three hours. Harvey and I both must have dozed off, as the time seemed to pass very quickly. Since our chances of getting picked up were almost 100%, we didn't worry too much; or maybe we were too tired to worry.

Our first sign that we were about to be picked up came when some fighters started buzzing us. They dropped a couple of smoke bombs to mark us, and we threw dye marker around like mad, me getting most of it on myself. When the rescue vessel came into view—and what a beautiful sight it was—Harvey and I almost fell overboard trying to wave at it.

Aboard, we got a hot shower, clean dry clothes, cigarets, coffee, hot soup—all you had to do was name it and you could have it. After being introduced all around and trying to put something in my stomach, which wouldn't stay, I hit the sack. When I woke up it was time for chow, and it stayed down this time.

After a bull session, I turned in for the night, winding up what I would call a rather full day.

With Harvey's help I . . . managed to drag myself in. . . .

New List of 'Battle-Star' Operations

A revised list of operations and engagements for which stars may be worn on area service ribbons has been issued by Cominch. The new list (NDB, 15 Jan. 1945, 45-18) includes the Marianas operation (10 June-27 Aug. 1944) in the Asiatic-Pacific Area and the invasion of Southern France (15 Aug.-25 Sept. 1944) in the European-African-Middle Eastern Area, and makes some revisions in the previous list (INFORMATION BULLETIN, October 1944, p. 66).

The complete new list follows. See also item on "Smaller Stars Authorized," p. 73.

Asiatic-Pacific Area Service Ribbon

PEARL HARBOR-MIDWAY	7 Dec. 1941
WAKE ISLAND	8-23 Dec. 1941
PHILIPPINE ISLANDS OPERATION (Including other concurrent Asiatic Fleet operations)	8 Dec. 1941-6 May 1942
NETHERLANDS EAST INDIES ENGAGEMENTS (Only one star for participation in one or more of the following):	
Makassar Strait	23-24 Jan. 1942
Badoeng Strait	19-20 Feb. 1942
Java Sea	27 Feb. 1942
PACIFIC RAIDS—1942 (Only one star for participation in one or more of the following):	
Marshall-Gilbert Raids	1 Feb. 1942
Air Action off Bougainville	20 Feb. 1942
Wake Island Raid	24 Feb. 1942
Marcus Island Raid	4 March 1942
Salamaua-Lae Raid	10 March 1942
CORAL SEA	4-8 May 1942
MIDWAY	3-6 June 1942
GUADALCANAL-TULAGI LANDINGS (Including First Savo)	7-9 Aug. 1942
CAPTURE AND DEFENSE OF GUADALCANAL	10 Aug. 1942-8 Feb. 1943
MAKIN RAID	17-18 Aug. 1942
EASTERN SOLOMONS (Stewart Island)	23-25 Aug. 1942
BUIN-FAISI-TONOLAI RAID	5 Oct. 1942
CAPE ESPERANCE (Second Savo)	11-12 Oct. 1942
SANTA CRUZ ISLANDS	26 Oct. 1942
GUADALCANAL (Third Savo)	12-15 Nov. 1942
TASSAFARONGA (Fourth Savo)	30 Nov.-1 Dec. 1942
RENNEL ISLAND	29-30 Jan. 1943
CONSOLIDATION OF SOUTHERN SOLOMONS	8 Feb.-20 June 1943
ALEUTIANS OPERATION (Only one star for participation in one or more of the following):	
Komandorski Island	26 March 1943
Attu Occupation	11 May-2 June 1943
NEW GEORGIA GROUP OPERATION (Only one star for participation in one or more of the following):	20 June-16 Oct. 1944
New Georgia-Rendova-Vangunu Occupation	20 June-31 Aug. 1943
Kula Gulf Action	5-6 July 1943
Kolombangara Action	12-13 July 1943
Vella Gulf Action	6-7 Aug. 1943
Vella Lavella Occupation	15 Aug.-16 Oct. 1943
Action off Vella Lavella	6-7 Oct. 1943
PACIFIC RAIDS—1943 (Only one star for participation in one or more of the following):	
Marcus Island Raid	31 Aug. 1943
Tarawa Island Raid	18 Sept. 1943
Wake Island Raid	5-6 Oct. 1943
NEW GUINEA OPERATION	4 Sept. 1943-(Date to be announced later)
TREASURY-BOUGAINVILLE OPERATION (Only one star for participation in one or more of the following):	27 Oct.-15 Dec. 1943
Supporting Air Actions	27 Oct.-15 Dec. 1943
Treasury Island Landing	27 Oct.-6 Nov. 1943
Choiseul Island Diversion	28 Oct.-4 Nov. 1943
Occupation and Defense of Cape Torokina	1 Nov.-15 Dec. 1943
Bombardment of Buka-Bonis	31 Oct.-1 Nov. 1943
Buka-Bonis Strike	1-2 Nov. 1943
Bombardment of Shortland Area	1 Nov. 1943
Battle of Empress Augusta Bay	1-2 Nov. 1943
Rabaul Strike	5 Nov. 1943
Action off Empress Augusta Bay	8-9 Nov. 1943
Rabaul Strike	11 Nov. 1943
Battle off Cape St. George	24-25 Nov. 1943
GILBERT ISLANDS OPERATION	13 Nov.-8 Dec. 1943
MARSHALL ISLANDS OPERATION (Only one star for participation in one or more of the following):	26 Nov. 1943-2 March 1944
Air Attacks designated by CincPac on defended Marshall Islands targets	26 Nov. 1943-2 March 1944
Occupation of Kwajalein and Majuro Atolls	29 Jan.-8 Feb. 1944
Occupation of Eniwetok Atoll	17 Feb.-2 March 1944
Attack on Jaluit Atoll	20 Feb. 1944
BISMARCK ARCHIPELAGO OPERATION (Only one star for participation in one or more of the following):	15 Dec. 1943-(Date to be announced later)
Supporting Air Actions	15 Dec. 1943-(Date to be announced later)
Kavieng Strike	25 Dec. 1943
Kavieng Strike	1 Jan. 1944
Kavieng Strike	4 Jan. 1944
Green Islands Landing	15-19 Feb. 1944
Bombardments of Kavieng and Rabaul	18 Feb. 1944
Anti-Shipping Sweeps and Bombardments of Kavieng	21-25 Feb. 1944
Anti-Shipping Sweeps and Bombardments of Rabaul and New Ireland	24 Feb.-1 March 1944
ASIATIC-PACIFIC RAIDS—1944 (Only one star for participation in one or more of the following):	
Truk Attack	16-17 Feb. 1944
Marianas Attack	21-22 Feb. 1944
Palau, Yap, Ulithi, Woleai Raid	30 March-1 April 1944
Sabang Raid	19 April 1944
Truk, Satawan, Ponape Raid	29 April-1 May 1944
Soerabaja Raid	17 May 1944
MARIANAS OPERATION (Only one star for participation in one or more of the following):	10 June-27 Aug. 1944
Neutralization of Japanese Bases in the Bonins, Marianas and Western Pacific	10 June-27 Aug. 1944
Capture and occupation of Saipan	11 June-10 Aug. 1944
First Bonins Raid	15-16 June 1944
Battle of Philippines Sea	19-20 June 1944
Second Bonins Raid	24 June 1944
Third Bonins Raid	3-4 July 1944
Capture and Occupation of Guam	12 July-15 Aug. 1944
Capture and occupation of Tinian	20 July-10 Aug. 1944
Palau, Yap, Ulithi Raid	25-27 July 1944
Fourth Bonins Raid	4-5 Aug. 1944
ESCORT, ANTI-SUBMARINE, ARMED GUARD AND SPECIAL OPERATIONS (One star for participation in each of the following):	
USS *Navajo*—Salvage Operations	8 Aug. 1942-3 Feb. 1943
Action off Vanikoro	17-21 July 1943

European-African-Middle Eastern Area Service Ribbon

NORTH AFRICAN OCCUPATION (Only one star for participation in one or more of the following):	
Algeria-Morocco Landings	8-11 Nov. 1942
Action off Casablanca	8 Nov. 1942
Tunisian Operations	8 Nov. 1942-9 July 1943
SICILIAN OCCUPATION	9-15 July 1943; 28 July-17 Aug. 1943
SALERNO LANDINGS	9-21 Sept. 1943
WEST COAST OF ITALY OPERATIONS—1944 (Only one star for participation in one or more of the following):	
Anzio-Nettuno Advanced Landings	22 Jan.-1 March 1944
Bombardments of Formia-Anzio Area	12 May-4 June 1944
Elba and Pianosa Landings	17 June 1944
INVASION OF NORMANDY (Including Bombardment of Cherbourg)	6-25 June 1944
INVASION OF SOUTHERN FRANCE	15 Aug.-25 Sept. 1944
ESCORT, ANTI-SUBMARINE, ARMED GUARD AND SPECIAL OPERATIONS (One star for participation in each of the following):	
Russian Convoy Operations	16 Dec. 1941-27 Feb. 1943
Convoy ON-166	20-25 Feb. 1943
Convoy UC-1	22-24 Feb. 1943
Convoy SC-121	3-10 March 1943
Convoy UGS-6	12-18 March 1943
Convoy HX-233	16-18 April 1943
Task Group 21.12	20 April-20 June 1943
Task Group 21.11	13 June-6 Aug. 1943
Task Group 21.12	27 June-31 July 1943
Convoy MKS-21	13 Aug. 1943
Task Group 21.14	25 Sept.-9 Nov. 1943
Convoy KMF-25A	6 Nov. 1943
Task Group 21.13	11 Nov.-29 Dec. 1943
Task Group 21.14	2 Dec. 1943-2 Jan. 1944
Task Group 21.12	7 March-26 April 1944
Task Group 21.16	11-31 March 1944
Convoy UGS-36	1 April 1944
Convoy UGS-37	11-12 April 1944
Convoy UGS-38	20 April 1944
Task Group 21.11	22 April-29 May 1944
Convoy UGS-40	11 May 1944
Task Group 22.3	13 May-19 June 1944

American Area Service Ribbon

ESCORT, ANTI-SUBMARINE, ARMED GUARD AND SPECIAL OPERATIONS (One star for participation in each of the following):	
Convoy SC-107	3-8 Nov. 1942
Convoy ON-67	21-26 Feb. 1942
Task Group 21.13	12 July-23 Aug. 1943
Task Group 21.14	27 July-10 Sept. 1943
Task Group 21.15	24 March-11 May 1944

OFFICER'S FITNESS REPORT
NAVPERS-310A (REV. 8-44)

PLEASE TYPE THIS FORM
If no typewriter is available use ink but be sure all copies are legible.

DATE

1. NAME (last) (first) (middle)	RANK AND CLASSIFICATION	FILE NO.

SHIP OR STATION	PERIOD OF REPORT: DATE FROM	DATE TO

DATE OF ASSIGNMENT TO PRESENT DUTY

OCCASION FOR REPORT: ☐ DETACHMENT OF OFFICER REPORTED ON ☐ DETACHMENT OF REPORTING SENIOR ☐ REGULAR SEMI-ANNUAL ☐ QUARTERLY ☐ SPECIAL

2. DESCRIPTION OF DUTIES SINCE LAST FITNESS REPORT (List most recent first and describe accurately)

FROM MO.	FROM YR.	TO MO.	TO YR.

3. IF COURSES OF INSTRUCTION WERE COMPLETED DURING PERIOD OF THIS REPORT, LIST TITLE OF COURSE, LOCATION OF SCHOOL, LENGTH OF COURSE AND DATE COMPLETED.

Are you physically qualified for Sea Duty? ☐ Yes ☐ No ☐ Don't Know

4. IF AVIATOR, INDICATE NO. OF FLIGHT HOURS LAST TWO YEARS FOR EACH TYPE AIRCRAFT

TYPE OF AIRCRAFT							TOTAL
NO. OF HOURS							

5. MY PREFERENCE FOR NEXT DUTY IS:

SEA	KIND OF DUTY	LOCATION
SHORE	KIND OF DUTY	LOCATION

6. *SECTIONS 6 THROUGH 12 TO BE FILLED IN BY REPORTING OFFICER*

NAME OF REPORTING OFFICER | RANK | OFFICIAL STATUS RELATIVE TO OFFICER REPORTED ON

IS THIS OFFICER QUALIFIED TO PERFORM ALL HIS PRESENT DUTIES? ☐ YES ☐ NO

INDICATE MORE RESPONSIBLE DUTIES FOR WHICH HE IS IN TRAINING. (If none, so state)

DATE OF EXPECTED QUALIFICATION

APPRAISAL FOR DETAIL PURPOSES

Comment on special or outstanding qualifications as well as any physical defects, which should be considered in determining the kinds of duty to which he should be detailed. Only comments on qualifications significant in detailing should be entered here. ANY COMMENTS REGARDING FITNESS FOR PROMOTION SHOULD BE ENTERED IN SECTION 12, ONLY.

FOR WHAT DUTIES IS HE RECOMMENDED?

ASHORE AFLOAT

7. FOR EACH FACTOR OBSERVED CHECK THE APPROPRIATE BOX TO INDICATE HOW THE OFFICER COMPARES WITH ALL OTHERS OF THE SAME RANK WHOSE PROFESSIONAL ABILITIES ARE KNOWN TO YOU PERSONALLY. DO NOT LIMIT THIS COMPARISON ONLY TO THE OTHERS NOW UNDER YOUR COMMAND. DO NOT HESITATE TO MARK "NOT OBSERVED" ON ANY QUALITY WHEN APPROPRIATE. NO ENTRY WHICH IS MADE IN THIS SECTION WILL BE CONSIDERED AN UNSATISFACTORY REPORT WHICH MUST BE REFERRED TO THE OFFICER FOR STATEMENT. ONLY ENTRIES DESIGNATED IN SECTIONS 8, 9, 11 AND 12 WILL BE SO CONSIDERED.

RATING FACTORS		Not Observed	Within Bottom 10%	Within Next 20%	Within Middle 40%	Within Next Top 20%	Within Top 10%
A. SEA OR ADVANCE BASE DUTY — How does this officer compare in: NOTE: ITEM (A) TO BE MARKED ONLY FOR OFFICERS ON SEA OR ADVANCE BASE DUTY DURING THE PERIOD OF THIS REPORT	1. STANDING DECK WATCHES UNDERWAY?						
	2. ABILITY TO COMMAND?						
	3. PERFORMANCE IN PRESENT DUTIES AS DESCRIBED IN SECTION 2, ABOVE?						
	4. REACTIONS DURING EMERGENCIES?						
	5. PERFORMANCE AT BATTLE STATION OR IN BATTLE DUTIES?						
B. INITIATIVE AND RESPONSIBILITY — How well does this officer:	1. ASSUME RESPONSIBILITY WHEN SPECIFIC INSTRUCTIONS ARE LACKING?						
	2. GIVE FRANK OPINIONS WHEN ASKED OR VOLUNTEER THEM WHEN NECESSARY TO AVOID MISTAKES?						
	3. FOLLOW THROUGH DESPITE OBSTACLES IN CARRYING OUT RESPONSIBILITIES ASSIGNED OR ASSUMED?						
C. UNDERSTANDING AND SKILL — How well does this officer:	1. GRASP INSTRUCTIONS AND PLANS GIVEN TO HIM?						
	2. USE IDEAS AND SUGGESTIONS OF OTHERS?						
	3. RATE IN TECHNICAL COMPETENCE IN HIS SPECIALTY, IF ANY? (Name Specialty)						
D. LEADERSHIP — How well does this officer:	1. INSPIRE SUBORDINATES TO WORK TO THE MAXIMUM OF THEIR CAPACITY?						
	2. EFFECTIVELY DELEGATE RESPONSIBILITY?						
	3. TRANSMIT ORDERS, INSTRUCTIONS, AND PLANS?						
	4. ORGANIZE HIS WORK AND THAT OF THOSE UNDER HIS COMMAND OR SUPERVISION?						
	5. MAINTAIN DISCIPLINE AMONG THOSE UNDER HIS COMMAND OR DIRECTION?						
E. CONDUCT AND WORK HABITS — How does this officer compare in:	1. ABILITY TO WORK WITH OTHERS?						
	2. ABILITY TO ADAPT TO CHANGING NEEDS AND CONDITIONS?						
	3. MILITARY CONDUCT—BEARING, DRESS, COURTESY, ETC.?						

8. INDICATE YOUR ATTITUDE TOWARD HAVING THIS OFFICER UNDER YOUR COMMAND, WOULD YOU: (Check one) ☐ DEFINITELY NOT WANT HIM? (UNSATISFACTORY) ☐ PREFER NOT TO HAVE HIM? (UNSATISFACTORY) ☐ BE SATISFIED TO HAVE HIM? ☐ BE PLEASED TO HAVE HIM? ☐ PARTICULARLY DESIRE HIM?

9a. CONSIDERING ALL OFFICERS OF THE SAME RANK WHOSE PROFESSIONAL ABILITIES ARE KNOWN TO YOU PERSONALLY, WOULD YOU PROMOTE HIM: (Check one) ☐ UNDER NO CIRCUMSTANCES? (UNSATISFACTORY) ☐ IF 90% WERE TO BE PROMOTED? ☐ IF 70% WERE TO BE PROMOTED? ☐ IF 30% WERE TO BE PROMOTED? ☐ IF ONLY 10% WERE TO BE PROMOTED?

9b. How many Officers are included in the group used for the comparison in 9a? ☐ 10 OR LESS ☐ 10 TO 50 ☐ OVER 50

10. COMMENT IN SECTION 12 AND GIVE REFERENCE HERE TO ANY COMMENDABLE OR ADVERSE REPORTS THAT HAVE BEEN MADE ON THE OFFICER DURING THIS PERIOD.

11. HAVE YOU ANY ADVERSE COMMENTS TO MAKE REGARDING THIS OFFICER'S QUALITIES OR PERFORMANCE? ☐ YES ☐ NO

HAS HE ANY MENTAL OR MORAL WEAKNESS WHICH ADVERSELY AFFECTS HIS EFFICIENCY? ☐ YES ☐ NO

If yes, explain in Section 12.

UNSATISFACTORY. Yes in either Item of Section 11 constitutes an unsatisfactory report and must be referred to the officer for statement.

12. Give in this space a clear, concise appraisal of the officer reported on and his performance of duty, including any worthy of special mention. Include recommendations as to promotion. Any statements of unsatisfactory performance, ability, character, or conduct must be referred to the officer for statement. Statements of a constructive nature which refer to minor imperfections or lack of qualifications do not constitute an unsatisfactory report. For example: "This officer was a little slow in getting started but is now making good progress" or "This officer is well qualified in his present duties but has had no experience at sea" would not be unsatisfactory in nature.

Check one of these boxes — I CONSIDER THIS REPORT TO BE ☐ SATISFACTORY ☐ UNSATISFACTORY

(If additional space is needed attach extra sheet)

SIGNATURE OF OFFICER REPORTED ON (Applies only to Sections 1 through 5)	SIGNATURE OF REPORTING OFFICER	HAVE YOU READ THE ATTACHED INSTRUCTION SHEET?

When completed remove carbon paper, forward Pages 1 and 2, not detached, to BuPers. Retain Page 3 for "Officer's Qualification Record Jacket".

New Fitness Report Form Adopted

An improved form for reporting on the fitness of officers of the Navy, designed to provide a more comprehensive and realistic picture of their qualifications and performance than in the past, has been adopted by the Navy.

The new form, reproduced on the opposite page, will provide more useful information to BuPers in detailing officers and to selection boards in judging their qualifications for promotion.

It requires reporting seniors to rate their junior officers by:

- Comparing them with other officers, using percentage groups, instead of measuring them against the 4.0 arbitrary standard of perfection.
- Answering specific questions about them instead of using the previous very general names of traits or characteristics, which meant different things to different people.

Two additional copies of bracketed sections of report at left will provide separate records of officer's experience and qualifications.

The new form, NavPers 310A, is now being distributed to supersede the old fitness-report forms, NavPers 310 and 311.

In addition to providing a more clearly delineated description of experience and performance, it is an improvement from the standpoint of efficient mechanics and has been geared into other BuPers procedures developed during the war in the work of detailing officers.

Besides a page of instructions, with a work sheet on the back, the form has three pages. Page 1 (see opposite page) is the fitness report itself. This, as in the past, will be kept on file in BuPers in the officer's fitness-report jacket. Pages 2 and 3 repeat the upper part only of Page 1 and are arranged so as to be filled in as carbon copies of the original. Page 2, duplicating the first six sections of Page 1, is to be submitted with the original and will serve to keep up to date a separate record in BuPers of the officer's previous experience and qualifications for various types of duty. Page 3, the same as Page 2 except that it omits the blanks for "appraisal for detail purposes," will be placed in the officer's qualification-record jacket. Each officer below the rank of captain carries such a jacket with him on any permanent change of duty station as a guide to his new CO or personnel officer in assigning him properly (INFORMATION BULLETIN, November 1944, p. 16).

The revised form represents the work of many persons over a period of months, and reflects the comments and suggestions of more than a hundred officers of mature judgment to whom it was submitted for comment. The new rating factors are the boiled-down result of more than 200 questions which were considered.

Alnav No. 222-44 (NDB, 15 Dec. 1944, 44-1379), which announced the new form, provided also that fitness reports on officers of the Navy—not of the Marine Corps or Coast Guard—are now to be submitted semiannually for all ranks, instead of semiannually for ensigns and annually for others. This increase in the frequency of reports was considered necessary in view of the tempo of promotions and the significant experience which officers are gaining during the war.

Periods to be covered by the reports on all officers of the rank of lieutenant, junior grade, and above will be the six months ending on the last day of February and August of each year. The periods for warrant officers, commissioned warrant officers and ensigns will be, for the time being, the six months ending on the last day of June and December.

Quarterly reports will continue to be submitted on captains and commanders who command units afloat, individual ships or operating commands. Periods covered by these reports will be the three months ending on the last day of February, May, August and November.

This arrangement of reporting dates was designed to stagger paper work on ships and stations and to avert conflict with dates on which material, inventory and other periodic reports are submitted.

Existing instructions for submission of reports upon any change of permanent duty of the officer or his reporting senior remain in effect.

Standard Symbols in Use by U.S. Forces

TO make maps, charts and similar pictorial material mean the same thing to all men who use them, a set of standard symbols has been adopted for use by United States forces all over the world. The complete set of symbols is reproduced on the two pages which follow.

These symbols are intended for use in connection with photographic interpretation reports, photographs, mosaics, overlays, overprints, target charts, damage assessments, beach studies, maps and map substitutes made from aerial photographs, three-dimensional terrain models, etc.

Standard symbols are used to represent all kinds of information needed in military operations, such as terrain features, weapons, emplacements, obstacles, military areas, hydrography, damage, naval and air bases.

Their adoption as standard practice follows an agreement by the Joint Chiefs of Staff on 2 Aug. 1944, and they were prepared under the direction of CNO (Photographic Intelligence Center), Navy Department, with the concurrence of the Assistant Chief of Staff, G-2, War Department, and Assistant Chief of Air Staff, Intelligence, War Department. The symbols were announced for immediate use in an OpNav letter dated 14 Dec. 1944 to all ships and stations, Navy Department bureaus and Commandant, U. S. Marine Corps (NDB, 15 Dec. 1944, 44-1386).

In order to effect standardization of additional symbols required from time to time, proposed new symbols may be forwarded by initiating service agencies to the CNO (att: Op 16-V-P), Navy Department, Washington 25, D. C., for concurrence and dissemination.

Official U. S. Navy photograph

IT'S EASY to "read" a three-dimensional model like this, used here on way to invasion of Saipan. But most maps have to take such information and put it in some recognizable symbol form. To see how, turn to . . .

STANDARD SYMBOLS
FOR USE OF UNITED STATES FORCES

Unidentified	(?)

WEAPONS

ANTI AIRCRAFT	
Heavy—75 mm and over.	
Automatic—13.2 to 40. mm	
Machine gun 6.5—7.7 mm	
Twin mount	
Triple mount	
Dual purpose	D P
Self-propelled (heavy)	
Railway (heavy)	
Ship	
Tower	
ANTI TANK	
Heavy—over 75 mm	
Medium—50-75 mm	
Light—less than 50 mm	
Self-propelled (heavy)	
COAST DEFENSE	
Super-heavy—over 240 mm	
Heavy—over 175 mm	
Medium—105-175 mm	
Light—less than 105 mm	
Howitzer—super-heavy over 240 mm	
Howitzer—heavy—over 175 mm	
Howitzer—medium—120-175 mm	
Howitzer—light—less than 120 mm	
FIELD ARTILLERY	
Heavy—over 175 mm	
Medium—105-175 mm	
Light—less than 105 mm	
Self-propelled (heavy)	
Howitzer—heavy—over 175 mm	
Howitzer—medium—120-175 mm	
Howitzer—light—less than 120 mm.	
MACHINE GUN (ground defense)	
Heavy	
Light	
Field of fire	
Mortar (annotate size)	
Mortar—barrage (annotate size)	
Railway gun	
Railway gun or turntable	
Rocket projector, single (annotate size)	
Rocket projector, multiple (annotate size)	
Vehicle, animal drawn	
Vehicle, armored	
Vehicle, motor	
Battery—No. of guns: numeral on right of appropriate symbol indicates number of pieces	4
Gun size: Numeral left of appropriate symbol indicates size in millimeters	75
Weapons or emplacement destroyed	
Weapon, dummy	D
Weapon, doubtful	?

EMPLACEMENTS

If material of which obstacle is constructed can be determined, add appropriate "material index" beneath symbol.	
MATERIAL INDEX	
C-concrete, L-log, M-masonry, W-wood, S-steel, E-earth	
Bunker	
Casemate or blockhouse	
Emplacement, unoccupied	
Emplacement, covered	
EXAMPLE 4-gun, 240 mm heavy coast defense battery in covered emplacements	240 4
Fire control center	FCC
Fire control radar	
Fire control visual	
Fox hole—in quantity, outline area freehand & annotate	
Observation post	OP
Observation post, artillery	OP
Observation tower	OP
Pillbox—gun axis shows approx. direction of fire. Show size of gun if known.	
Sniper post	
Personnel shelters (A) above (B) below ground	(A) (B)
Strong point	S P
Trench, communication	
Trench, w/firing bays	
Trench, fire	
Weapons, pit, infantry	

OBSTACLES

If material of which emplacement is constructed can be determined, add appropriate "material index" beneath symbol.	
Anti-tank barrier	C
Anti-tank ditch	
Anti-tank ditch, covered	
Barrage balloon	
Demolition charge	DEM
Obstacles, fixed	C
Obstacles, movable	L
Stakes—plot position	
Road block demolition	
Road block partial	
Road block total	
Mines	
Mined area, land	M MINED AREA M
Mined area, water	M MINED AREA M
Mine field gap	
Wire, broad area	XXXXX
Base of symbol indicates location of first strand. Depth of zone in feet is indicated by numerals.	
Wire, concertina single	
Wire, concertina double	
Wire, single fence	
Wire, double fence	

MILITARY AREAS

Barracks area	BARRACKS AREA
Bivouac area	BIVOUAC AREA
Command post	CP
Command post area	C P
Military occupation	MILITARY AREA
New construction	U/C
Park, armored:	AF/V 40
Park, engineer equipment:	ENG. EQUIP.
Park, motor:	M/T 25
Park, ordnance:	ORD
Outline area, indicate type where possible and show numerically the number of pieces or vehicles.	
Stores, area:	
Area of stores to be inclosed in a solid ring.	
Ammunition	
Buried	
Coal	
Engineer (or chemical annotate 'g')	E
Loose	
Lumber	
Oil or gas	
Water	
Tent area	TENT AREA
Tent	

TERRAIN FEATURES

Blast wall—line conforms to shape of installation protected.	
Retaining wall	
Bridge:	14 C
Indicate width in feet and construction material by "material index".	
Bridge, out	
Bridge, pontoon	
Building	
Building, buried	
Building dug in	
Building, revetted	
Building, under construction	U/C
Cable	CABLE
Cable, buried	CABLE
Canal	CANAL
Cemetery	CEM
Cliff	
Cliff, rocky	
Church	
Culvert	
Cut	
Dam	
Direction of flow	
Drainage ditch	DRAINAGE DITCH
Excavation	
Fill	
Flood gate	
Ford	
Hospital	
Lake	
Lake, dry	DRY LAKE
Lock	
Lock, double	
Path or trail	TRAIL
Pipe line, buried	
Pipeline, overhead	
Pipeline, surface	
Railroad, double track	
Railroad, electrified	ELECTRIFIED
Railroad, narrow gauge	
Railroad, single track	
Ridge line	
River or stream	
Road, primary	
Show numbers of lines in figures, minimum width of 1 line is 8 feet.	
Road, secondary	
Show number of lines in figures, minimum width of 1 lane is 8 feet.	
Sand dunes	
School	
Spring	
Stone fence	
Stream, bed	
Stream, intermittent	
Tank, buried	
Tank farm	TANK FARM

Tank, fuel	T
Tank, gasometer	
Tank, water	W
Tower, unspecified or obstruction	
Tower, water	
Underground entrance	
VEGETATION	
Area of specific vegetative type (on photographs)	SHORT GRASS / RAIN FOREST
Hedge	
Brush	BRUSH
Coniferous forest	
Deciduous forest	
Grassland	
Mangrove	MANGROVE
Orchard or plantation	
Palms	
Rain forest or jungle	
Rice field	
Stump land	
Sugar cane	
Swamp forest	
Swamp or marsh	
Tree	
Tidal flats	
Overflowed land	
Areas containing the above or other vegetation types should be outlined and annotated with type indicated.	
Slope	
Falls or rapids	RAPIDS FALLS
Well	WELL
Well derrick	
Windmill	

ELECTRONICS

Direction finder	
Power station	
Power transmission line (obstruction)	
Power transmission line (not obstruction)	
Radar	
Radio navigational aid	
Radio station	
Radio transmitter	
Searchlight	
Searchlight—radar controlled	
Sound locator	
Tower, control	
Tower, light	
Tower, radio	
Tower, signal	

Telephone or telegraph line	T T
Transformer station	
Weather station	

NAVAL AND HYDROGRAPHY

ANCHORAGES	
Ship	
Ship, emergency	
Ship, w/complete facilities	
BEACHES	
Location and extent	SHORE / BEACH RED
Gradient	%
Center	RED RED 2
Left flank—from sea	RED RED 2
Right flank—from sea	RED RED 2
BUOYS AND LIGHTS	
Buoy, bell, etc.	BELL
Buoy, lighted	
Buoy, unspecified	
Lightship	
Light, unspecified	
Crane	
DANGERS	
Danger, area	
Rock, awash	
Rock, sunk	
Wreck, awash	
Wreck, sunk	
Dredge	
Dry-dock	
Dry-dock, floating	
Marine railway	
Net, submarine	
Net, torpedo	
REEFS, BARS AND SHOALS	
Edge of coral reef	
Edge of rock reef	
Sand bar	SAND
Coral head—area	CORAL HEADS
Coral head—isolated	
TIDES AND CURRENTS	
Ebb	2 KN
Flood	2 KN
General	
VESSELS	
Merchant	
See JMST section of Jan No. 3 in P. I. Handbook	
Naval	
See standard designations in P. I. Handbook	
WAVE AND SURF CONDITIONS	
Breakers	
Surf line	SURF LINE
Additional symbols and abbreviations for hydrographic designations should conform to those published in H. O. No. 8	

AIRFIELDS AND SEAPLANE BASES

Aircraft	
Aircraft damaged	
Aircraft, dummy	D
Aircraft revetment	
Aircraft revetment under construction	
Aircraft shelter	
Airfield, complete facilities	
Airfield, refueling facilities	
Landing ground, no facilities	
Seaplane base, complete facilities	
Seaplane base, refueling facilities	
Seaplane, anchorage, no facilities	
Seaplane ramp	

SPECIAL SYMBOLS

Depth & Beach Studies	
BEACH MATERIAL	
Mud or silt	MUD
Sand	
Pebble	
Cobble	
Shingle	
Boulder	
Bed rock	TO SHAPE
Kelp or seaweed	
BOTTOM MATERIAL Use same designations as for beach material.	
Sand bar above datum	
Sand bar below datum	
Sea wall	
OBSTACLES, UNDERWATER	
Obstacle, large, fixed	
Tetrahedron, ramp or hedge hog, fixed	
Tetrahedron, ramp or hedge hog, moveable	
Stakes, piles or rails	
In line, show number of tetrahedra etc. between precisely located points.	10
In multiple rows, show by line	10 10
When used with wire or mines, use proper symbols. Use material index where known.	
as	10 C
or	10 L

WAVE & SURF SYMBOLS

For use in depth determination formulae	
Wave length	L
Distance outermost breakers from datum line	L_b
Wave period	P
Wave velocity	C
Wave height—trough to crest	H
Angle wave crest with bottom contours	α
Angle of breakers with beach	D
Velocity of along-shore current in knots	C_L

Subscript "0" refers to valves in deep water—example.	C_0
Low water datum	LOW LOW WATER
High water datum	HIGH HIGH WATER
Soundings in fathoms	6
Soundings in feet	6
Contours, hydrographic	3
Critical line special purposes	

SPECIAL SYMBOLS

GENERAL COLOR INDEX	
Cultural	Black
Plant growth	Green
Topography	Brown
Hydrography	Blue
Enemy defenses	Red

DAMAGE ASSESSMENT

BOMB PLOT	
Single bomb certain with crater	
Single bomb certain, no crater	
Single bomb probable, no crater	
One or more bombs certain in vicinity of arrowhead	
One or more bombs probable in vicinity of arrowhead	
Area of bursts	
Fire location	

DAMAGE ASSESSMENT: For overlays

Agent	GOOD COVER ONLY: Structural	Superficial	Roof disturbance	Medium & Poor cover & 1st Phase
H.E. alone				
H.E. plus fire				
Fire alone				
Doubtful				
Prior damage from Earlier raids	Damage not repaired			
	Damage repaired			

REPAIR STUDIES: For overlays

Construction completed	New buildings	NEW
	Superficial repairs	
	Structural repairs	
Construction in progress	Repair of damaged areas	
	New buildings	
Least activity	Damage cleared (possible preparation for repairs)	
	Site cleared or no action	

COLOR INDEX

DAMAGE ASSESSMENT. For photographs

Note. Symbols are similar to those used on overlays with differentiation by color.

H.E. alone	Green
H.E. plus fire	Purple
Fire alone	Red
Doubtful	Yellow

REPAIR STUDIES: For photographs

Note: Symbols; outline for clearance completed, cross hatch for repairs in progress, solid for repairs completed.

To structural damage	Purple
To superficial damage	Green
To roof disturbance	Yellow
First aid repairs	Blue
New buildings	Red
Condition of area or site (clearance or no action)	Black

Cloud obscured	CLOUD
Smoke obscured	SMOKE
Line of flight	
Nadir point	

NEW BOOKS IN SHIP'S LIBRARIES

The following books have been purchased recently for distribution to the service. Not all titles will be supplied to each unit; rather it is the practice of BuPers to distribute different titles to small units operating in the same area to encourage the exchange of books. Units may request titles of special interest from the Bureau.

Since it is expected that paperbound Armed Services Editions will provide the major portion of the recreational reading for the fleet and other units beyond continental United States, cloth-bound books supplied there will be largely non-fiction.

FACT

CHINA'S WARTIME POLITICS, 1937-1944 by Lawrence K. Rosinger. From this brief account of China's powerful political cross currents can be gained an appreciation of that country's problems and her strengths.

COMBUSTION ON WHEELS by David L. Cohn. The days of the Stanley Steamer, the reign of the Tin Lizzie and the era of the annual new model which came to an end 30 Jan. 1942, when the last Chevrolet left the assembly line—all this is recalled in this humorously thoughtful tale of the automobile age in America.

FOREIGN POLICY BEGINS AT HOME by James P. Warburg. Stimulating discussion of relationships between the United States and other peoples, the history of our foreign policy, prospects for peace and how we can improve those prospects.

GARIBALDI by Nina Brown Baker. While Italy's fate and future hang in the balance, this book tells the timely story of a great Italian patriot and champion of the oppressed.

A GREAT TIME TO BE ALIVE by Harry Emerson Fosdick. The writer challenges us to accept these distressing times, not with a negative attitude of defeatism, but with the determination to live creatively and positively.

JAPAN AND THE JAPANESE by the editors of Fortune magazine. Careful and thorough job designed to show what makes a Japanese the way he is.

LENINGRAD by Alexander Werth. Returning to Leningrad, the city of his birth, then under siege by the Germans, Werth found the people courageous and determined, expecting and achieving the impossible.

ONE DAY ON BEETLE ROCK by Sally Carrighar. Literally one day on Beetle Rock in the high Sierras with the spotlight on the animals whose home it is. Accurate detail, keenly observed and told with a sensitiveness that borders on fantasy.

OUR JUNGLE DIPLOMACY by William F. Sands and J. M. Lalley. Revealing and provocative book about U. S.-Latin American relations of forty years ago, before the days of the Good Neighbor policy.

RECREATION FOR MEN by The National Recreation Association. Stunts and tricks and mystery and guessing games as well as plenty of suggestions for outdoor games and water sports.

SANK SAME by William B. Mellor Jr. Story of the modern Minute Men who drove the Nazi submarine invaders from our shores.

THE SECOND CHANCE: AMERICA AND THE PEACE edited by John B. Whitton. A group of thoughtful men consider the problems of building a lasting peace, pointing out the mistakes made after the last war in an effort to plan more wisely for this "second chance."

SNOWSHOE COUNTRY by Florence Page Jacques. A beautifully written and illustrated account of a winter spent on the border between Minnesota and Canada.

TAKE THEM UP TENDERLY by Margaret Case Harriman. Double-edged profiles of theatrical people, entertainers and movie people. Witty, amusing, illuminating.

THAT VANISHING EDEN by Thomas Barbour. Florida seen by a naturalist. An album of discoveries and personal enthusiasms, ranging from shell mounds to alligators and crocodiles. It's good reading, and it's the Florida you haven't read about in the travel advertisements.

THERE WERE TWO OF US by Vera Maynard Osborn. Childhood and youth of an inseparable brother and sister in a Michigan town. Wholesome and nostalgic.

A VALLEY AND ITS PEOPLE by R. L. Duffus and Charles Krutch. TVA, symbol of "cooperative power," and America's most modern experiment. A picture book accompanied by strong lyric prose.

FICTION

BUCKSKIN MARSHAL by Will Ermine. Steve Gant, U. S. marshal, plays it safe and slow trying to smoke out the land hungry Ducker and his League of Drovers until an attempted train robbery provides him with his evidence.

CRY WOLF by Marjorie Carleton. Feverish entertainment, splicing adventure with mystery and romance, as Sandra picks the wrong hero and finds herself involved with murder and madness.

DEAR BABY by William Saroyan. Snatches, sketches and fragments about Saroyan's favorite people.

GREAT SON by Edna Ferber. Seattle and the Klondike in gold rush days seen partly through flashbacks from life of the fabulous Melendy family.

GREEN HAZARD by Manning Coles. Further adventures of Tommy Hambledon of the British Secret Service. This time, while in pursuit of a formula for a powerful explosive, he stages a grand explosion under the nose of Herr Goebbels—and escapes.

I'LL HATE MYSELF IN THE MORNING and SUMMER IN DECEMBER by Elliot Paul. In the first of these Homer Evans, busy with a corpse on a transcontinental train, finds life further complicated by Mormons, Indians, and a mobster. In the second there's counter-espionage in Chile and plenty of local color.

JUMPER by Nicholas Kalashnikoff. From the windswept plains of Siberia comes the story of a real horse whose adventures may well compete with "Smoky" and "Black Beauty."

THE 17TH LETTER by Dorothy Disney. Action plus for Paul Strong and his wife as they take over the job of a murdered friend. There's only a theatre program as a clue to start them off. War prisoners, sabotage, and Canadian Mounties.

TROOPERS WEST by Forbes Parkhill. Colorful story of Indians and the Old West, with a young Army doctor as the chief character. Lieut. MacArthur, sent to settle an Indian dispute, fails to secure a parley and finds himself and his men overpowered.

TRY AND STOP ME by Bennett Cerf. Bennett Cerf knows a funny story when he sees one, and what's more he knows how to tell it.

NEW BOOKS IN THE ARMED SERVICES EDITIONS

The 32 new titles published each month in the Armed Services Editions are distributed to all ships in commission and to shore-based activities outside the U. S.

These books are special editions of the best reading from old classics to the newest best sellers, published only for the Army and Navy. Their size and shape make them especially easy reading. They are to be freely used and passed from man to man so that they may be enjoyed by as many as possible. Send any comments you may have, or inquiries, to BuPers.

Books currently being shipped are:

O- 1—Shelley, SELECTED POEMS
O- 2—Gibran, THE PROPHET
O- 3—Mulholland, THE ART OF ILLUSION
O- 4—Grayson, THEY PLAYED THE GAME
O- 5—Hudson, TALES OF THE PAMPAS
O- 6—Faulkner, PLOWMAN'S FOLLY
O- 7—Gilpatric, MR. GLENCANNON IGNORES THE WAR
O- 8—Kober, MY DEAR BELLA
O- 9—Siodmak, DONAVAN'S BRAIN
O-10—Nye, WILD HORSE SHORTY
O-11—Goodhue, JOURNEY INTO THE FOG
O-12—Forester, THE AFRICAN QUEEN
O-13—White, LOST WORLDS
O-14—Hope, I NEVER LEFT HOME
O-15—Gann, ISLAND IN THE SKY
O-16—McNichols, CRAZY WEATHER
O-17—Burnett, NOBODY LIVES FOREVER
O-18—Runyon, RUNYON A LA CARTE
O-19—Jackson, THE LOST WEEKEND
O-20—Russell, SELECTED SHORT STORIES
O-21—Simenon, ON THE DANGER LINE
O-22—Burroughs, THE RETURN OF TARZAN
O-23—Sturgis, MEN LIKE GODS
O-24—Hergesheimer, THE THREE BLACK PENNYS
O-25—Spearman, SELWOOD OF SLEEPY CAT
O-26—Helmericks, WE LIVE IN ALASKA
O-27—Gaither, THE RED COCK CROWS
O-28—James, SELECTED GHOST STORIES
O-29—Williams, LEAVE HER TO HEAVEN
O-30—Kossak, BLESSED ARE THE MEEK
O-31—Wolfe, LOOK HOMEWARD, ANGEL
O-32—Cannon, LOOK TO THE MOUNTAIN

PONTOONS

3-Year-Old War Babies Have Important Role in Amphibious Operations

Pontoon gear that can quickly be assembled into self-propelled barges, lighters, piers, floating drydocks or tugs has played a vital role in nearly all our amphibious operations.

The Navy's present types of pontoon gear were designed three years ago and have proved so successful that no important changes in basic design have been required.

The pontoons are manufactured in two types. The standard section is rectangular in shape, five feet by seven and five feet deep. A second type, seven feet by seven and the same depth as the other, has one end curved for use as the prow on barges. Both types are of welded construction, capable of withstanding an internal pressure of 25 pounds per square inch and an external pressure submerged to a depth of 28 feet.

Supplies of pontoons are placed aboard invasion-bound ships and are assembled en route by the Seabees. At the scene of operations the pontoon assemblies are put over the side and floated into position. (See Seabees, page 46.)

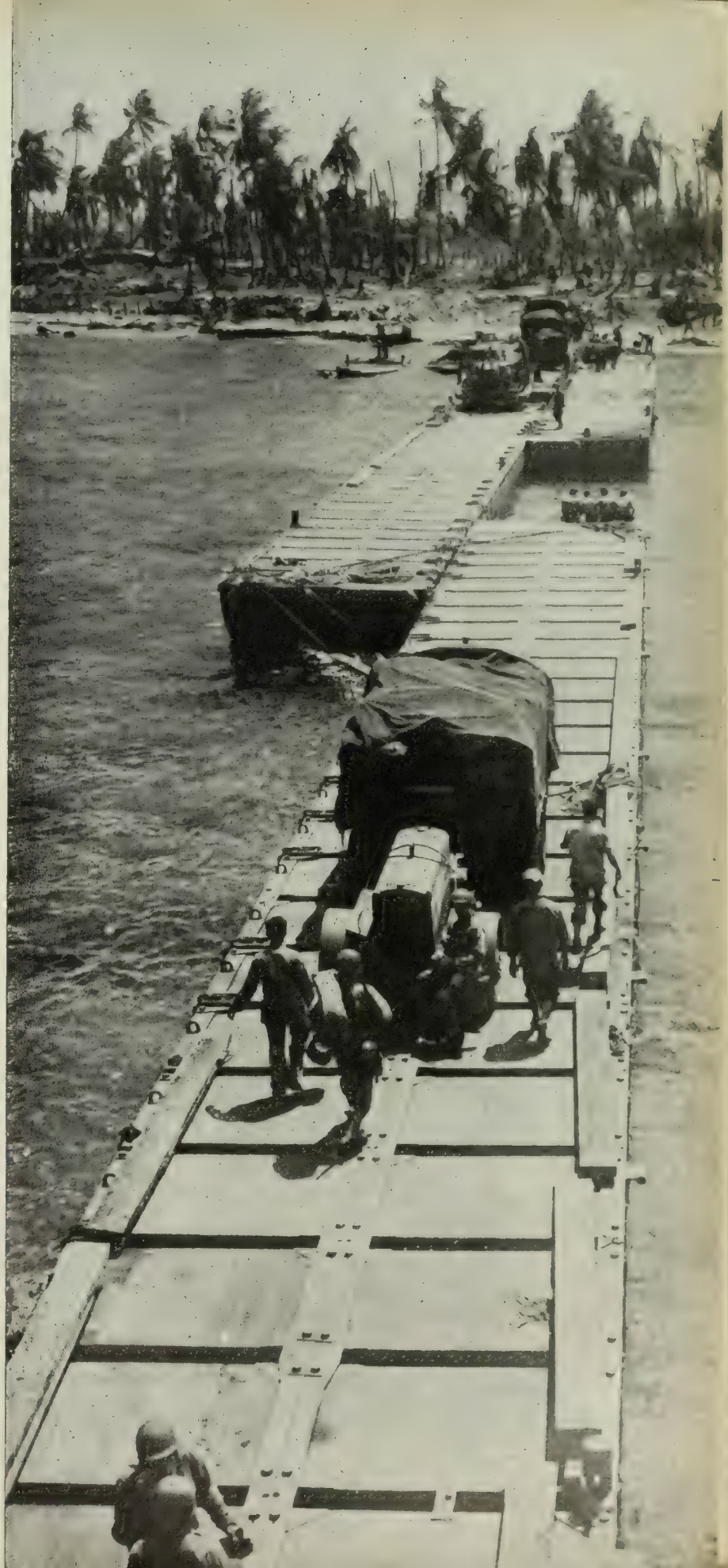
When used as lighters, barges and tugs, the pontoons are fitted with special propulsion units of either the outboard or inboard type. Such units can make up to eight knots. They get supplies ashore equally well on rock-bound coasts or sandy beaches.

A pontoon assembly which is used the first day of invasion as a temporary wharf can soon be converted into a lighter. A few men with wrenches can do the job.

During the invasion of Kwajalein, according to Rear Admiral Alva D. Bernhard, USN, now an atoll commander, pontoons manned by Seabees were "lifesavers in getting heavy equipment, ordnance and material ashore with dispatch." There all material unloaded from LSTs traveled over pontoon causeways, and they have proved equally useful in other landings.

One of the most ingenious uses of pontoons has been as floating drydocks for repairing small craft. Many vessels that otherwise could not have been repaired without towing them hundreds or thousands of miles have been repaired on the spot. To submerge the drydock, a controlled amount of water is admitted to the deck pontoons; to raise it, the water is expelled by compressed air.

Official U. S. Navy photograph



AT RIGHT: This floating highway of pontoon sections was used to unload supplies at Kwajalein.

LETTERS TO THE EDITOR

This column is open to official communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Communications which violate these provisions may be returned via official channels. Do not send postage or return envelopes; no private reply will be made.

UNIFORM SCUTTLEBUTT

SIR: Scuttlebutt is still floating around about a gray uniform for enlisted men. Is there anything in the wind?—A.D.G., BM2c, USNR.

• *As announced in the April 1944* INFORMATION BULLETIN, *p. 68, the plans for a gray twill working uniform for enlisted men (below CPO) were deferred in order to utilize all available textile-finishing equipment in the production of olive drab, which is used by the Navy as special clothing for personnel serving ashore at overseas bases and afloat in the amphibious force. That situation remains unchanged.*—ED.

DOCTORED PHOTO

SIR: In the August 1944 INFORMATION BULLETIN, p. 7, is an official U. S. Marine Corps photograph of a marine falling to the ground after being hit by a Jap mortar shell.

Strangely enough, the September 1944 *Cosmopolitan* magazine carries a story on page 37 entitled "Doctors Are Targets, Too," illustrated with a photograph purported to show a medical corpsman falling after being hit by a German sharpshooter.

To us, the two pictures look alike except that the man in the second one has a red-cross armband and no gun. Are the medics trying to steal the Marines' credit?—R.L.J., WT2c, USN.

• *Your suspicion that the second photo had been doctored up is well founded. But don't blame the medics. The "What's Going On" column on page 4 of the December 1944* Cosmopolitan *explains the situation this way: "THE MARINES HAVE LANDED—right on my editorial neck! All the way from Brigadier General Robert L. Denig down to a couple of privates, they arrived in force by telephone and V-Mail to protest our use of Marine Corporal Angus Robertson's dramatic picture taken in combat on Saipan, to illustrate Albert Maisel's article in the September issue entitled "Doctors Are Targets, Too," which described the Normandy invasion. Yes, Marines, we did brush out the weapon in the original photograph, and yes, we did add the armband! Why? Because when Mr. Maisel arrived from Normandy with the first load of wounded evacuated to America by air, we pulled out an article already in the issue, gave Mr. Maisel twenty-four hours to write his story and started hunting for illustrations. No photograph of a doctor shot in combat was available anywhere. We had to dramatize Mr. Maisel's facts. Cpl. Robertson's picture, one of the greatest photographs of the war, could do it, we felt. Our purpose was sound, to bring the war home to readers; our method was in error, for combat pictures are documentary and should never be open to doubt or question. This is what we told General Denig and he accepted our explanation." This note was signed F. W., initials of the editor of* Cosmopolitan.—ED.

PRESIDENTIAL UNIT CITATION

SIR: The list for the Presidential Unit Citation in the November 1944 INFORMATION BULLETIN, p. 36, failed to include the U. S. Naval Hospital, Pearl Harbor, 7 Dec. 1941, which I believe also received this honor.—N.T.S., Comdr., (MC) USNR.

• *The hospital to which you refer has not received the Presidential Unit Citation.*—ED.

HOW TO WEAR RIBBONS

SIR: In the November 1944 issue, under "Manner in Which Ribbons Are Worn," p. 34, the INFORMATION BULLETIN says: "The arrangement by seniority is from top down and from inboard outboard."

Many officers have worn their oldest ribbons on the bottom row, according to date qualified (except for ribbons denoting decorations, which precede them, of course), then added a row or rows above the first bar as needed.

If service ribbons are worn as described in the article, whenever a new ribbon is added, all others must be moved. As regulations require that the ribbons be sewed on the blue service uniform, it is a tailoring job to add a new ribbon.

Please publish the reference to the regulation which establishes the manner in which ribbons are worn, as described in the INFORMATION BULLETIN. — W.H.W., Capt., (MC) USN (Ret).

• *The manner in which ribbons are to be worn was provided for by BuPers Circ. Ltr. 107-42 (NDB, cum. ed., 42-343), and issued as an addition to Art. 15-2(d) of Uniform Regs.*—ED.

PROMOTION OF RESERVES

SIR: If the date of rank of an ensign, A-V(N), USNR, were 1 July 1943, he would have been eligible for promotion to lieutenant (jg) by the 1 Oct. 1944 Alnav. However, had this same officer's designation been changed any time prior to 1 October, would he have been eligible for promotion—since in the transition from A-V(N) to A-V(S) he would have been placed in an inactive duty status for one day? The block promotion Alnavs read "whose *continuous active duty* in their respective rank began within the period . . . etc."

Can you refer me to any provision which expressly waives this one day's inactive duty status for promotional purposes of reserve officers?—M.J.P., CY, USNR.

• *Prior to Alnav 1-45 (see page 78) there was no directive which expressly waived, for promotion purposes, the one day's break in continuous active duty of reserve officers transferred from A-V(N). However, in all cases of such officers, who would otherwise have been eligible under previous promotional directives, BuPers recommended to the Secretary of Navy, upon their request, that the promotion be effected by individual letters of appointment.*—ED.

ARMY VS. NAVY SHIPS

SIR: Recently we heard that the Army has more ships than the Navy. Is this correct?—J. C., F1c.

• *No. The Army has a "navy" of some 15,000 non-combatant units; the Navy, as of 30 Dec. 1944, had in commission 61,045 vessels of all types. For details on the Army's navy, see October 1944* INFORMATION BULLETIN, *p. 28.*—ED.

WAVES IN WASHINGTON

SIR: Would you please publish how many Waves are now in the service? It would also be interesting to know to what extent women have replaced men in the Navy Department in Washington, D. C.—L.M.R., COX., USNR.

• *The Women's Reserve enrollment, as of 30 Nov. 1944, was 82,761. Approximately 50% of the total uniformed personnel on duty in the Navy Department in Washington, D. C., are Waves.*—ED.

NAVAL VESSELS LOST

SIR: The December 1944 INFORMATION BULLETIN, p. 23, listed the U. S. naval vessels lost during this war. Several of the ships listed were manned partly or completely by Coast Guard personnel. How come this was not indicated?—W. J. D., Y2c, USCGR.

• *Since the Coast Guard operates as part of the Navy in wartime, the phrase "U. S. naval vessels" was properly used to cover those manned by personnel of both services. Who manned which was merely one of many details necessarily omitted to keep the reports brief.*—ED.

"MAN OVERBOARD!"

SIR: About 10 months ago, when our tanker was docked in India with a deck cargo of P-40s, we had aboard an Army second lieutenant as security officer. One night when I was getting ready to hit the sack, I heard somebody yell, "Man overboard!" I ran to the poop deck and saw several men on a Liberty ship anchored nearby pointing a flashlight into the water. I saw a man splashing in the water, and I threw him a life-ring. Then I jumped in. I landed about three feet from him, got hold of his head and helped him get hold of the life-ring. We then hit out for shore. It was the second looey, who had fallen over the stern when he lost his balance while sitting on the railing.

Some of the men tell me I may be eligible for the Navy life-saving award. Can you tell me what to do to get it?—D.A.C., S1c.

• *To be considered for the award, you would have to be recommended by your immediate superior officer, who may forward recommendations to the Secretary of Navy, via official channels, or to the delegated authority under whom the vessel was operating at the time of the rescue. Recommendations should contain complete details and, if practicable, the testimony of at least one witness. A proposed citation should also accompany the recommendation. For details see SecNav ltr., dated 7 March 1944, to all ships and stations (NDB, 15 March 1944, 44-266).*—ED.

YEOMAN RATING

SIR: Recently the rating of storekeeper was broken down into three classes. This would naturally reduce the qualifications previously required for the former storekeeper rating, and give men with talents for the specialized fields more of an opportunity to qualify for the higher ratings. I would like to suggest that the rating of yeoman be broken down into: (1) stenographical (shorthand) yeoman; (2) general detail yeoman. Has a change of this kind ever been considered, or is it now being considered by BuPers? — C.C.K., Y2c.

• *The suggestion you make has been considered by BuPers on several occasions, but disapproved. No change, either in the shorthand qualification or the yeoman rating structure, is contemplated at present.*—ED.

WARSHIP DISASTERS

SIR: Has the Navy Department designated a ribbon or other insignia for naval personnel who are survivors of warship disasters, such as is worn by members of the merchant marine?—E.J.R., SK2c, USNR.

• *No.*—ED.

BILL IN CONGRESS

SIR: In the July 1944 INFORMATION BULLETIN, p. 25, an item said a bill had been presented to Congress to provide for the presentation of medals to members of the Antarctic Expedition of 1939-'41. Was the bill approved?—R.J.M., CBM, USN.

• *The bill to which you refer (S-1910) was passed by the Senate on 14 Dec. 1944, and was then sent to the House for consideration. As no action was taken there on this bill before the adjournment of the 78th Congress, it died a natural death. To be reconsidered it would have to be resubmitted to the new 79th Congress.*—ED.

INVENTIONS

SIR: I have worked out a machine which will fry eggs sunnysideup, soft boil eggs and fry potatoes to perfection. This machine could operate on a chow line and give the crew uniformly cooked, hot-off-the-grill eggs, as well as cook other foods, which would help the chow lines run through faster.

Is there any procedure which a man in the service should follow in calling an invention to the attention of the Navy Department?—H.C.R., SC3c.

• *The rights of, and regulations covering, officers and men in the naval service, as well as civilian employees of the naval establishment, who have inventions which they wish to submit to the Navy are found in General Order 31, issued 13 May 1935* (INFORMATION BULLETIN, *August 1944, p. 70).*

Details relative to inventions may be addressed to the Secretary of the Navy (att:—Office of Inventions), via official channels. The CO's endorsement should include a report as to the circumstances under which the invention was conceived. —ED.

TUGBOATS

SIR: An article entitled "'A' Fleet: Our Roving Advance Bases" in the November 1944 INFORMATION BULLETIN, p. 6, contains this statement: "The AFT (fleet tug) is the most powerful in the world."

Having served aboard one of these 3,000-horsepower tugs, I know their grace, speed and power, and I always regarded them as the most powerful tugs in the world—until informed otherwise.

The Dutch claim that distinction for the *Zwarte Zee*, 4,200 h. p. Closely following are the British tugs *Growler*, *Bustler*, *Hesperia* and *Samsonia* of 4,000 h. p. The British also have the *Marauder*, *Bandit* and *Buccaneer* of 3,000 h. p.

Who is right in his claims?—J.S.B., Lt. (jg), USNR.

• *Enthusiasm for the valuable services of our own tugs was perhaps responsible for our unintentionally overlooking those of our British and Dutch allies.*

Your information is partly correct. The Netherlands' Zwarte Zee (4,200 h. p.) is the world's most powerful tug. The British tugs of the Bustler *class are, however, listed at 3,200 h. p., and, in addition to those you have mentioned, include the* Award *and* Mediator. *British 3,000 h. p. tugs (known as the* Brigand *class) include, in addition to those you listed, the* Brigand, Freebooter *and* Nimble.—ED.

DRESS BLUE JUMPER

SIR: Is the regulation dress blue Navy jumper which is now authorized for enlisted men the same design as the one which was worn before the war? If not, when was the design changed, and may old ones still in good condition be worn?—L.E.F., RDM2c.

• *Prior to 31 Mar. 1944 the dress blue jumper was manufactured with a draw-string through the hem in the bottom. This string was eliminated by a change in Uniform Regs., Art 5-30, contained in BuPers Circ. Ltr. 97-44 (NDB, 31 March 1944, 44-383) which requires that the jumper hang straight so that it will fully cover the top of the trousers. However, until such time as the draw-string type jumpers now in possession are worn out and the supply is exhausted, they may be worn.*—ED.

MAILMAN RATING

SIR: As I enlisted in the regular Navy, I was not eligible for the Sp(M) rating. However, since 1941 I have had two years of Navy mail work. While on duty at the FPO in New York City, I struck for and received a Y3c rating. Later I was assigned to duty with the fleet, where I advanced to Y2c.

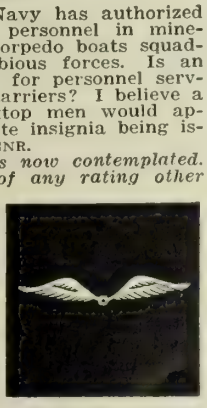
Even though our ship has no complement for the new MaM general-service rating, for which I would now be eligible, I am wondering if it would be possible for me to change to this rate?—M.R.McF., Y2c, USN.

• *No changes or advancements to MaM ratings are being authorized by BuPers except as provided for in BuPers Circ. Ltr. 265-44 (NDB, 15 Sept. 1944, 44-1069), in accordance with which specialists M and other rated personnel may be changed to MaM aboard those ships and stations having vacancies in complement for this rating.*—ED.

FLATTOP INSIGNIA

SIR: So far the Navy has authorized insignia for enlisted personnel in minecraft, Seabee units, torpedo boats squadrons and the amphibious forces. Is an insignia contemplated for personnel serving aboard aircraft carriers? I believe a great number of flattop men would appreciate an appropriate insignia being issued.—F.H.O., CY, USNR.

• *No such insignia is now contemplated. However, personnel of any rating other than aviation branch attached to and serving in the air department of carriers for a period of not less than three months are required by BuPers Circ. Ltr. 28-43 (NDB, cum. ed. 43-525) to wear the distinguishing mark illustrated at the right. Men in the seaman branch wear this aviation general utility specialty mark midway between the elbow and wrist of the left sleeve, and all others wear it on the right sleeve.*—ED.



Limited space makes it impossible to print more than a small proportion of the letters received each month. Only those of widest interest, for which the answers are not readily available at ships and stations, can be selected. If your letter does not appear, it is suggested that you check back through recent issues of the INFORMATION BULLETIN, since many letters must be eliminated because they have been answered by previous material in the Letters column or elsewhere.

24-HOUR CLOCK

SIR: We have had considerable discussion over the contention that the use of the 12-hour clock, with a. m. and p. m., is "lubberly." Those of us who have been attached to operations in aviation units used the 24-hour clock exclusively. Our attention, however, has been drawn to the fact that Navy Regs in various places uses a. m. and p. m. We would like an opinion from you on the subject and any information as to whether and when the 24-hour clock was officially adopted by the Navy.—W.E.S., Lt. Comdr., USNR.

• *Article 1032 of Navy Regs, which was put into effect on 15 July 1921, says in paragraph (3): "The use of the 24-hour day, with the time expressed as a four-figure group, the first two figures denoting the hour and the second two figures denoting the minutes, is authorized for the naval service in correspondence as well as dispatches, using the civil day commencing at midnight, expressed as 0000." References to a. m. and p. m. in Navy Regs are removed as individual articles are changed.*—ED.

PURCHASE OF PUBLICATIONS

SIR: Is it permissible for an enlisted man to purchase a personal copy of these official publications: Navy Regs, Naval Courts and Boards, and BuPers Manual?—D.C.R., CY(T), USN.

• *Navy Regs costs $1.50 and Naval Courts and Boards $1.10 from the Superintendent of Documents, Government Printing Office, Washington 25, D. C. The BuPers Manual is not offered for sale. While it is known a binder for Navy Regs can be purchased for $2.75 from Remington Rand, Inc., 1615 L St., N.W., Washington 25, D. C. and a binder for Naval Courts and Boards is available for $2.00 from the Sieber Loose-Leaf Co., 212 South 7th Blvd., St. Louis, Mo., it is possible that other firms may be able to supply similar binders on order.*—ED.

TRANSPORTATION FOR WIFE

SIR: In your December 1944 issue, p. 38, was a letter from a CPhM who was married during the 30-day delay allowed for him to report to his new permanent duty station after returning from overseas. You said that he was eligible for reimbursement for his wife's transportation, not to exceed what the cost would have been from his last permanent duty station to his new permanent duty station.

I would like to know, then, if I am eligible for transportation at Government expense for my wife, whom I married in Omaha, Neb., while on a 15-day leave from my permanent duty station in Miami, Florida, where I returned at the end of the leave?—J. B., Sp(X)2c.

• *Had you been married while on leave* between *permanent duty stations, you would be eligible for transportation at Government expense for your wife on the same basis as was the CPhM. However, since you had no permanent change of duty orders, you are not eligible under Art. 2505 (1) of Navy Travel Instructions, which provide that petty officers second class or above are eligible for transportation for their dependents and household effects on a permanent* change *of station.*

If you should receive orders for a permanent change of station you would then be eligible for transportation for your wife up to an amount equal to the cost of transportation from your present station to the new one.—ED.

OFF-DUTY CIVILIAN JOBS

SIR: I understand the Army has on certain occasions permitted servicemen to work in essential civilian war industries to help ease the critical manpower shortage. What is the Navy's policy?—B.E.S., CY, USNR.

• *In accordance with BuPers Manual, Arts. D-10204 (1) and H-1707, it has been the policy of BuPers to grant permission for naval personnel to accept civilian employment in times of public emergency, providing their employment in no way interferes with the regular hiring of local civilians, and where such employment will not interfere with the performance of naval duties. The emergency, however, must be of such a nature as to require immediate remedying, and the employment of such personnel must be at no cost to the Government.*

Personnel are not permitted to engage in such civilian employment without first obtaining official approval. Requests for permission to accept civilian employment not of an emergency nature, but considered as meritorious, must be forwarded through channels for a decision by BuPers.—ED.

RECRUIT PROMOTION

SIR: Is there any regulation which says that a man is automatically a S2c after four months in the Navy?—G.N., AS, USNR.

• *No. However, Recruit Rating Directive No. 5 (Pers-67-Bt P17-2/MM), dated 13 May 1944, provides that upon completion of recruit training advancements from pay grade 7 shall be made from AS to S2c, F2c or Bug2c, and from StM3c to StM2c.*—ED.

SEA OR FOREIGN DUTY

SIR: How can a CSp(T) get duty aboard a ship or at an overseas base?—B.J.M., CSp(T), USNR.

• *To be assigned to duty afloat or at an overseas base, it would be necessary for a CSp(T) to be changed to a general service rating. A letter dated 9 April 1943 from the Chief of Naval Personnel directs commandants and COs of training stations and COs and officers-in-charge of training schools to effect changes to general service ratings of equal pay grade of physically and professionally qualified men in Sp(T) ratings.*—ED.

DEATH GRATUITY

SIR: I understand that the Navy continues a man's pay for six months after his death, if the death occurred in line of duty and not due to his own misconduct. If the man had neither wife, child nor dependent relative, could the death gratuity be paid to a designated non-dependent relative?—J.A.O'M., S1c, USN.

• *The Act of 22 May 1928 (as amended), which authorizes the payment of the six months death gratuity, provides that if there is no widow or child, payment shall be made to any other dependent relative previously designated by the deceased. If there is no widow, child or previously designated dependent relative, it may be paid to any grandchild, parent, sister, brother or grandparent shown to have been* dependent *on the deceased prior to his death. For the purpose of payment the determination of dependency is vested in the Secretary of Navy, or his designated subordinate, and that determination is conclusive.*—ED.

NO ARMED GUARD INSIGNIA

SIR: I've heard that an insignia, similar to the one worn by the Amphibs, has been authorized for Armed Guardsmen. Can you give me any information?—T.J.S., Cox., USNR.

• *The "AG" block-letter insignia, which was originally authorized to be worn as a distinguishing mark by Armed Guard personnel, was canceled by BuPers Circ. Ltr. 53-43 (NDB, cum. ed., 1943, 43-843). No other insignia for the AG has since been authorized.*—ED.

ADVERTISEMENT

SIR: By the time the copies of the INFORMATION BULLETIN which we receive each month get passed around the ship, they are just about worn out. Occasionally they seem to get side-tracked some place along the line, too, and we don't always see the magazine. Is there any way a man can obtain a personal copy each month—R. F., FC1c, USNR.

• *See page 70.*—ED.

BUREAU OF NAVAL PERSONNEL
INFORMATION BULLETIN
Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action.

FEBRUARY 1945 NAVPERS-O NUMBER 335

This magazine is published for the information and interest of the Naval Service as a whole, but opinions expressed are not necessarily those of the Navy Department. Articles of general interest may be forwarded to the Editor.

All dates used are local time at scene of action unless otherwise indicated.

STEPPING UP THE PACE

WITH the invasion of Luzon, the Navy's air strikes at the Asiatic mainland, and the B-29 raids on Japan herself from Saipan, the war in the Pacific has taken a new turn. We are stepping up the pace. As a result, the fruits of more than three years of fighting are now ripening.

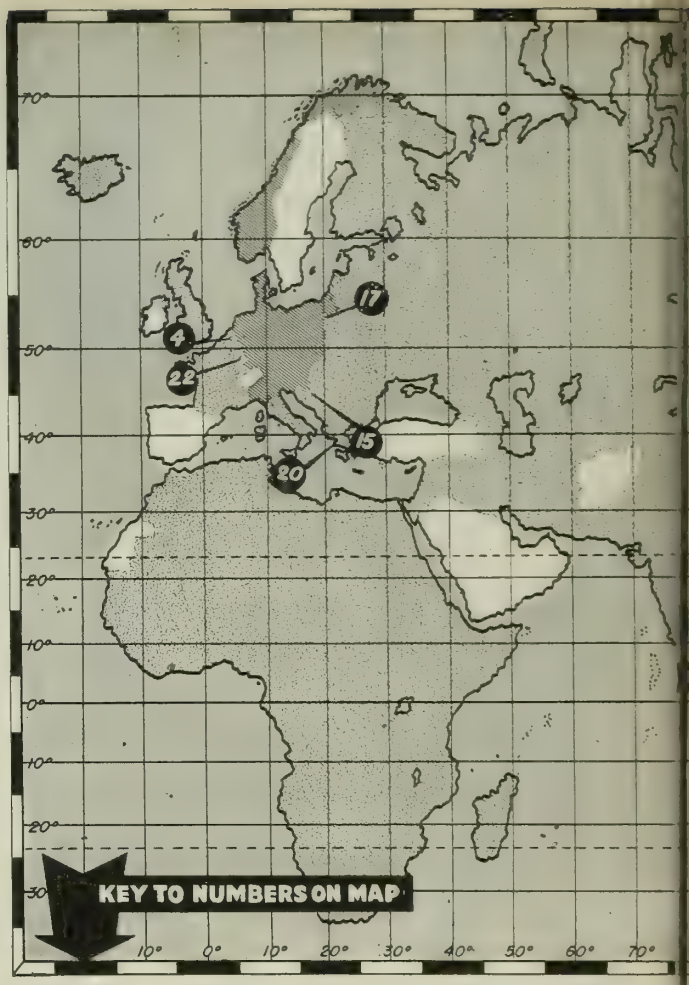
These, however, are only first fruits. We know that final victory will require even more of us than the fighting to date.

As we renew our own efforts, the Home Front is putting on more steam too. Production quotas are being raised, steps are being taken to insure more war-job workers, civilian-goods output is being curtailed anew, and rationing is increasing again to guarantee that the needs of war will be met.

The year 1944 has brought success and added momentum to our advancing forces. But the Pacific is an ocean of fantastic distances. The road to Tokyo is rough and long. While we are stepping up the pace, the enemy has just begun to defend his Home Empire.

QUOTES OF THE MONTH

• *Brig. Gen. Anthony C. McAuliffe,* USA, in answer to a German surrender ultimatum at Bastogne: "NUTS!"
• *Fleet Admiral King:* "Our enemies are harassed on all fronts; we are taking advantage of every opportunity to destroy their war making 'machinery' and their will to take freedom from the world. Nor do we now have to wait for opportunities to present themselves—we are 'arranging' opportunities."
• *Gen. Masaharu Homma,* former Japanese commander in Chief of the Philippines: "It is to be assumed that the Japanese Grand Fleet will now abandon its passiveness and will deal the enemy . . . the same blows that have been dealt Eisenhower's forces in Europe."
• *Fleet Admiral Nimitz:* "I foresee an unhappy 1945 for the Japanese."
• *U.S. Marine,* asked to pose with the souvenirs he brought back after 30 months overseas: "The only souvenir I brought back . . . is the seat of my pants. I could hold that."
• *President Roosevelt:* "As the United Nations enter upon a truly total offense against their enemies, it is vital that total offense should not slacken because of any less than total utilization of our manpower on the home front."
• *General of the Army H. H. Arnold:* "We may safely say that Germany today does not possess the air power necessary to sustain a decisive offensive."
• *Prime Minister Churchill:* ". . . nothing should induce us to abandon the principle of unconditional surrender and enter into any form of negotiations with Germany or Japan, in whatever guise such suggestions may present themselves, until the act of unconditional surrender has been formally accepted."



1. U. S. ships, B-29s, Liberators hit Iwo Jima (23 Dec.).
2. Americans take Palompon in Leyte landing (24 Dec.).
3. Jap battleship, cruiser damaged and 3 destroyers sunk attempting to hit U. S. positions on Mindoro (26 Dec.).
4. U. S. troops relieved at Bastogne (27 Dec.); Allies halt Nazi offensive in Belgium and go over to offensive (28 Dec.); Germans withdraw (20 Jan.).
5. U. S. carrier planes attack Formosa and Okinawa Jima, destroying or damaging 331 Jap planes, 95 ships (2-3 Jan.).
6. 35 Jap ships sunk or damaged by U. S. planes in Subic Bay and Lingayen Gulf (2-3 Jan.).
7. U. S. troops take Marinduque Island (4 Jan.).
8. British-Indian troops, in amphibious operations along Burma coast, land on Akyab Island (4 Jan.), at Myebon (12 Jan.) and on Ramree Island (20 Jan.).
9. British carrier planes hit Sumatra refineries (4 Jan.).
10. U. S. Fleet units shell Chichi and Haha Jima (5 Jan.).
11. U. S. ships shell Paramushiru in Kurils (5 Jan.).
12. U. S. troops under naval and air cover land from 800 ships at four points in Lingayen Gulf area of Luzon (8 Jan.); take Tarlac, 58 m. from Manila (20 Jan.).
13. B-29s bomb Tokyo (8 Jan.).
14. B-29s attack Singapore naval base (10 Jan.).
15. Russians occupy 75% of Budapest (10 Jan.).
16. 3d Fleet planes attack Jap convoys and installations in Indo-China area, sinking or damaging 69 ships, 162 planes (11 Jan.).
17. Red Army starts huge offensive (13 Jan.); captures Warsaw (17 Jan.); drives across Silesian frontier to within 195 miles of Berlin (20 Jan.).
18. British enter Wetlet in Burma (13 Jan.).
19. 3d Fleet planes attack Formosa and China coast cities of Swatow, Amoy, Hong Kong (13-15 Jan.).
20. Truce ends 42-day Greek civil war (15 Jan.).
21. B-29s hit Formosa (16 Jan.).
22. Nazi troops drive within 14 miles of Strasbourg (19 Jan.); French troops counterattack (20 Jan.).

THE MONTH'S NEWS

PERIOD 21 DECEMBER THROUGH 20 JANUARY

Luzon Invaded as 3d Fleet Planes Bomb China Coast; Reds Open Winter Drive

The War

These were the headlines last month:

Americans Land on Luzon, Drive Toward Manila. . . 3d Fleet Planes Hit China Coast. . . Nazis Halted and Pushed Back in Belgium. . . . Red Army Launches Huge Offensive, Takes Warsaw, Invades Germany. . . . B-29s Increase Tempo of Raids on Japan. . . . Allied Subs Take Big Toll of Jap Shipping.

Pouring ashore from 800 ships at four points in Luzon's Lingayen Gulf area, on 8 January, an American force, estimated in press reports at up to 100,000 men, cut off most of the Jap-held areas in the Philippines from the enemy homeland and moved swiftly toward Manila, 107 miles from the beachheads. Supported by terrific before-during-and-after sea and air coverage, the landings were made with light casualties. By 20 January General MacArthur had sent his motorized spearheads to within 58 miles of the Philippine capital.

As the amphibs struck at Luzon, in the biggest operation of that kind so far in the war against Japan, Pacific Fleet carrier forces dealt slashing blows at enemy ships, planes and installations along a huge arc extending from the Ryukyu Islands southwest through Formosa and down the China coast from north of Hong Kong to Indochina. (*For details of these coordinated offensives, see p. 2.*)

Prior to the Luzon landings General MacArthur announced that the Leyte-Samar campaign had been completed at a cost to the Japs of 113,221 men and 2,748 planes. Our personnel casualties were 11,217, including 2,623 killed.

Far to the northeast our surface forces, together with Army and Navy planes, battered Jap positions on Iwo Jima in the Volcano Islands and on Chichi Jima and Haha Jima in the Bonins. And, at opposite ends of the long Pacific front, U.S. naval units shelled Paramushiru in the Kurils as British carrier planes smashed oil refineries on Sumatra.

U.S. and British submarines operating in the Pacific came in for their share of the kill last month with U.S. subs sinking their first aircraft car-

LAST MARCH

As U. S. carrier aircraft and naval guns softened Jap bases in the Central Pacific, and planes from the Aleutians hit the Kurils, our forces in the Southwest Pacific pressed on toward the Philippines by landing on Manus Island in the Admiralties.

MARCH 1945

SUN	MON	TUE	WED	THU	FRI	SAT
*	*	*	*	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

What will we do this year?

Official U. S. Navy photograph

JAP SHIPS trying to reinforce Leyte in Philippines are shown under attack by 3d Fleet carrier planes. Vessel at upper left takes bomb hit as another, center, goes down. At lower right a Jap DD lays smoke screen.

rier and 50 other ships, including 10 combatant vessels, and the British undersea craft sinking 84 enemy supply ships.

B-29 Superfortresses, flying from bases in the Marianas, China and India, struck crippling blows at Japan's crumbling empire with concentrated attacks on the Mitsubishi aircraft plant at Nagoya in Japan, the naval base at Singapore and military and industrial targets at Tokyo, Omura, and the Kobe-Osaka area in Japan, at Formosa and at Nanking in China.

In the China-Burma-India theater the picture was also good. The first series of movable air bases began operating in China. British troops in Burma took Kabo, 75 miles from Mandalay, on 1 January, and then began clearing the Ledo-Burma supply route. By the middle of the month the first motor convoy slated for China in two and a half years arrived at Myitkyina, Burma, from India. At the end of the month only one obstacle, at Wanting, was blocking the supply route.

Along the west coast of Burma Indian and British troops made three landings that threatened Rangoon. Not a shot was fired when the amphibious forces captured Akyab Island, important port on the Burma coast. Other forces went ashore eight days later, on 12 January, 32 miles south of Akyab, landing behind retreating Japanese troops. On 20 January British troops, jumping another 50 miles, invaded Ramree Island below Akyab.

The Japs, guarding against possible Allied landings on the Asiatic coast, landed troops in northeastern Fukien province.

In Europe, meanwhile, Allied forces resumed their big squeeze on Germany from the east and west as Russian troops, starting a huge five-army offensive, captured Warsaw and drove across the Silesian border to within 195 miles of Berlin, and U.S., French, Canadian and British troops shrank the Nazi salient in Belgium and pushed the enemy back toward his Siegfried Line defenses.

On the western front the Nazis had started an offensive in the middle of December which carried them 51 miles into Belgium and across the Luxembourg border before they were halted by the Allies. Stubborn resistance of Allied troops all along the front was typified at Bastogne, where the commander of encircled U. S. troops rejected a German surrender ultimatum with an emphatic "Nuts."

Units at Bastogne held out against overwhelming forces until they were rescued on 27 December by U.S. 3d Army troops. The next day no German gains were reported in the salient, and the Allies went over to the offensive in bitter cold and snow alternating with sudden thaws. As the sky cleared, U.S. planes went to the aid of the ground troops, flying as many as 13,000 sorties with 6,000 planes in a single day.

From the north and south Allied armor pinched the Belgium bulge. The northern forces, comprising the U.S. 1st and 9th Armies and units from other Allied armies, were under Field Marshall Sir Bernard L. Montgomery, who took over the northern forces from Lt. Gen. Omar Bradley after the initial German attack had breached the communications of the 12th Army Group (U.S. 1st, 3d and 9th Armies). Gen. Bradley continued in command of the southern forces.

By 20 January the Allies had retaken most of the salient and were forcing a new entrance to the Reich from the Netherlands. However, the Germans were not retreating in other sectors. With the occupation of Stattmatten, Dalhunden and Dengolsheim, they had created a solid front along the Rhine from Lauterburg to Gamsheim. By 20 January they were within 14 miles of Strasbourg, capital of Alsace.

The War Department announced American losses in the Belgium salient from 15 December to 7 January were not quite 40,000, including 18,000 missing, most of which were believed to have been taken prisoner. German losses were put at 90,000.

Allied air forces in Europe wound up the biggest year in the history of aerial warfare by sending more than 2,000 American heavy bombers and fighters to blast oil refineries, railroad yards, bridges and U-boat yards throughout Germany. When the Luftwaffe rose to intercept them, 78 German planes were shot down. Round-the-clock bombing continued all month.

On the Eastern front the Russian Bear came out of semi-hibernation on 13 January with more fury than the world has ever seen and hurled five armies against the Germans in a drive that by 20 January had brought about the fall of the Polish cities of Warsaw, Lodz, Cracow and Tarnow.

Hammering 31 miles into East Prussia, the Russians, with powerful air support, also were forcing the encirclement of the Junker stronghold. Other Soviet columns swept 25 miles along the highway from Warsaw, captured the East Prussian industrial city of Tilsit and advanced to within 195 miles of Berlin.

All in all, Red armies were slashing ahead on a 650-mile front from East Prussia to Czechoslovakia. The Moscow radio reported: "Catastrophe has fallen on the German armies in Poland. The entire eastern front has collapsed. Only immediate surrender can help the Germans now." Meanwhile more of Budapest was cleared of German troops.

At 0100 on 15 January a truce was

CASUALTY FIGURES

Casualty figures among naval personnel through 20 January totaled 83,841. Total since 7 Dec. 1941:

	Dead	*Wounded*	*Missing**	*Prisoners**	*Total*
U. S. Navy.....	21,192	10,991	8,469	2,536	43,188
U. S. Marine Corps	10,219	26,725	902	1,942	39,788
U. S. Coast Guard .	572	194	99	....	865
Total	31,983	37,910	9,470	4,478	83,841

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.

signed between Leftists and British-Greek Government troops, putting an end to the 42-day civil war in Greece. The truce was arranged to allow resistance representatives and the Greek Government to meet and work out their fundamental differences. Earlier, Prime Minister Churchill had traveled to Athens to help settle differences, and Archbishop Damiskinos was appointed regent pending a decision by the Greeks on whether they wanted their king to return.

NAVY NEWS

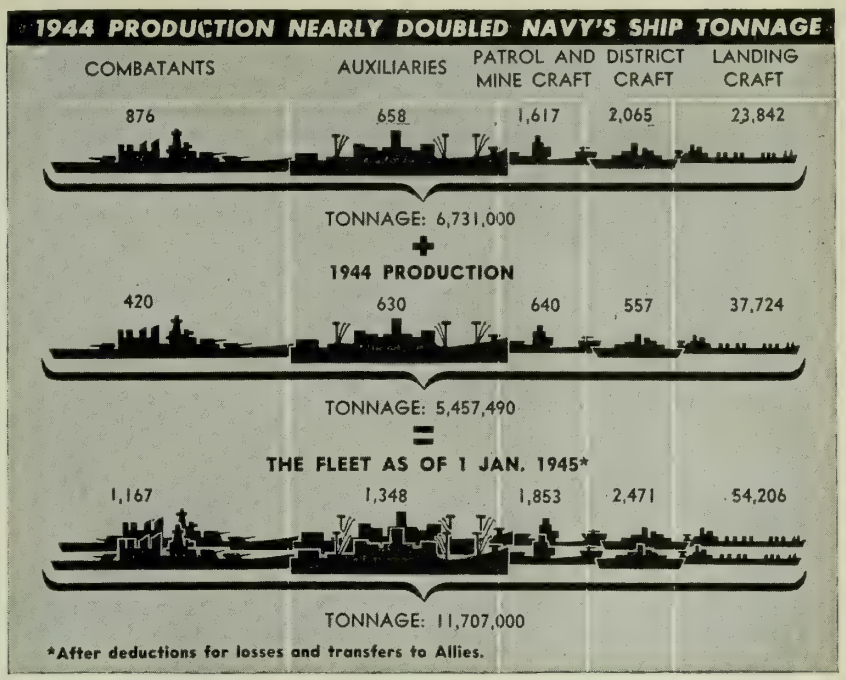
• Sinking a 9,000-ton enemy seaplane tender and two armed escort vessels would be a good night's work for a whole aircraft squadron. Lt. (jg) William B. Sumpter, USN, did it all by himself. Flying a Catalina patrol bomber at masthead-height, he bagged his three prizes with four bombs during a recent night attack on enemy shipping in the southern Philippines.

• The Navy last month revealed to the public additional details on the landing ship, dock—which in reality is not a landing ship at all but a combination transport, landing-craft ferry and repair ship. The LSD, used primarily to carry non-oceangoing landing craft to landing areas, is over 457 feet long, has a beam of 72 feet and is armed with 40-mm. and 20-mm. AA guns. The ships are not designed to be beached and, unlike the bulk of the landing craft family, are given names of their own instead of numerical designations. In addition to having accomodations for its own crew, the LSD has quarters for its "cargo personnel." It is equipped with cranes for loading smaller craft for transport and repair and has within its hull a machine and woodworking shop. Plans for the ship were developed by a naval architecture firm in cooperation with BuShips and based on preliminary plans made by the British.

• In keeping with the Navy custom of assigning names of places in the U. S. to many categories of naval vessels, 310 transports and cargo vessels —APs, APAs, AKs and AKAs—now bear the names of counties. Since a ship is named for all counties of that name in the various states, 629 counties are represented. The USS *Clay* and USS *Union* top the list of namesakes, each representing counties in 18 states.

• Twenty-two thousand servicemen crammed Furlong Stadium, Hawaii, on 7 January for the "Poi Bowl" football game and saw the Navy All Stars defeat an Army Air Force team, 14 to 0, for the championship of the Pacific Ocean Areas.

• NATS sky fighters have jumped another 1,000 miles westward and are now flying daily trips to Leyte in the Philippine Islands. One R4D a day flies the long ocean hop from Manus in the Admiralties, via Peleliu, to Leyte. In 30 minutes the plane is ready for the return flight. Addition of the 1,000-mile trip brings the total route mileage of NATS Pacific Wing



Navy Enters Fourth War Year With Fleet of 61,045 Vessels

The Navy started the new year with 61,045 vessels, including more than 54,000 landing craft, and 37,000 aircraft of all types. This was revealed recently by a Navy Department report on 1944 production.

Of 30,070 aircraft produced for and accepted by the Navy last year, the report disclosed, 26,401 were of tactical combat types—10,000 more fighting planes than in 1943. Ordnance production last year, measured in cost figures, totaled $2,800,000,000; 1943 production was $1,800,000,000.

From 1 Jan. 1942 through 1944, the report showed, $66,682,000,000 was paid out by the Navy for materials of war, including the expense of training and outfitting personnel. Of the three-year total, $26,657,000,000 went for ship construction, repair and maintenance; $11,500,000,000 for aircraft procurement and maintenance and $6,000,000,000 for ordnance.

In the shipbuilding figures used in the report (and in the pictographs above and below) 1941, 1942 and 1943 figures represent ship completions, the 1944 figures ship commissionings; 1944 figures are actual for 1 January through 30 November, estimates for December.

U. S. NAVAL PRODUCTION BY TYPE, 1941-44

	1941	1942	1943	1944
BATTLESHIPS	2	4	2	2
AIRCRAFT CARRIERS	1	1	15	8
BATTLE CRUISERS	0	0	0	2
HEAVY CRUISERS	0	0	4	2
LIGHT CRUISERS	1	8	7	11
AIRCRAFT CARRIERS, ESCORT	2	13	50	37
AUXILIARIES	83	184	303	630
DESTROYERS	16	81	128	84
DESTROYER ESCORTS	0	0	306	197
SUBMARINES	11	34	56	77
PATROL & MINE CRAFT	167	743	1,106	640
DISTRICT CRAFT	261	786	677	557
LANDING CRAFT	1,035	9,488	21,525	37,724

to 31,000, with at least 30 planes in the air at all times.

• The 150th anniversary of Navy Supply will be observed on 23 February, marking the day in 1795 when the office of the Purveyor of Public Supplies was created. With the establishment of the U. S. Navy, ships had been authorized to carry a purser of military rank, but supply duties ashore were handled by civilians. The appointment of the Purveyor of Public Supplies was the beginning of the Navy's supply and procurement system ashore. His first duty was to outfit ships to sail against the Barbary pirates.

Later supply was handled by the Secretary of the Navy, later by a Board of Commissioners and still later by the Bureau of Provisions and Clothing. In July 1892, after the office of Paymaster General of the Navy had already been created, the Bureau of Supplies and Accounts came into being. Since then, BuS&A has continued to grow, with new responsibilities being added such as messing aboard ship, until it has reached its present status, charged with procurement, storage and movement of supplies for the Navy. (See INFORMATION BULLETIN, January 1945, p. 12.)

• Progressively closer price and profit controls by the Navy over war materials have resulted in an increase of over 25% in the purchasing power of the dollars appropriated to the Navy by Congress as compared with the purchasing power in January 1942. In money value, the Navy is paying one million dollars less per destroyer than it did in 1942 and one type of landing craft has been reduced from $21,000 to $17,000. The record of steadily declining prices for the bulk of Navy war items is largely attributed to the fact that the initial cost of much new production at the beginning of the war was necessarily high.

• Service Squadron 10, a giant network of service ships which supply the needs of the Fleet in the forward areas of the Pacific, has been commended by Admiral William F. Halsey Jr., USN, Commander 3d Fleet, who sent this message to Commodore Worrall R. Carter, USN, its commander: "A rousing well done to you and all your hard working gang . . . Beans, bullets, black oil, bulk stores and even bulkheads have been promptly forthcoming upon each request . . ."

Official U. S. Navy photograph

ABOARD AN LST a Navy doctor and two hospital corpsmen are shown with a Filipino mother and her new-born baby, delivered in the ship's sick bay during the voyage back to base after participating in invasion of Mindoro.

• Twelve air groups and squadrons which helped rout the Jap battleship task force off Samar in the Philippines on 24 Oct. 1944 (INFORMATION BULLETIN, January, 1945, p. 2) have returned to the U. S. for rest and regrouping. They are:

Air Group 13—which shot down 87½ Jap planes and sank or damaged 148,500 tons of enemy combatant ships and 275,500 tons of merchant shipping while participating in 11 major strikes from July through October 1944.

Air Group 14—Sank or damaged 292 Jap ships and shot down 158 planes from May through October.

Air Group 15—Destroyed 660 Jap planes and 251,500 tons of enemy shipping in seven months of Pacific combat.

Air Group 19—Destroyed 167 Jap planes in the air and sank 12 warships and 68 merchant ships in five months of action.

Air Group 21—Helped sink three enemy carriers and two cruisers and helped damage one battleship and two cruisers off Luzon on 24 October to complete four months of Pacific duty.

Air Group 35—Participated in every major amphibious operation in the Pacific during the last 13 months; destroyed or damaged 93 planes and 91 ships.

Air Group 37—Took part in 10 amphibious attacks in 13 months in the Pacific.

Air Group 60—Climaxed 13 months in the Pacific by scoring six torpedo hits on battleships and heavy cruisers and four direct and two probable bomb hits on cruisers and destroyers while helping to turn back the enemy off Samar.

Japanese Losses Inflicted by U. S. Submarines

Navy Department communiques and press releases through 20 Jan. 1945 reported the following losses inflicted on Japanese shipping by U. S. submarines:

	Sunk	Probably Sunk	Damaged	Totals
COMBATANT SHIPS				
Battleships	0	0	1	1
Aircraft Carriers	1	2	2	5
Cruisers	14	2	6	22
Destroyers	45	5	6	56
Submarines	0	0	0	0
Tenders	3	1	1	5
Others	40	1	0	41
Totals	103	11	16	130
NON-COMBATANT SHIPS				
Fleet Tankers	94	1	18	113
Transports	136	5	8	149
Cargo & Supply	587	17	71	675
Miscellaneous	38	3	6	47
Totals	855	26	103	984
Total Ships of all Types	958	37	119	1,114

The above announcements cover the sinking of more than 3,500,000 tons of Japanese shipping by U. S. submarines.

Composite Squadron 3—Averaged 68 combat sorties and 215 combat hours per man while taking part in Saipan, Tinian, Guam, Palau and Leyte operations.

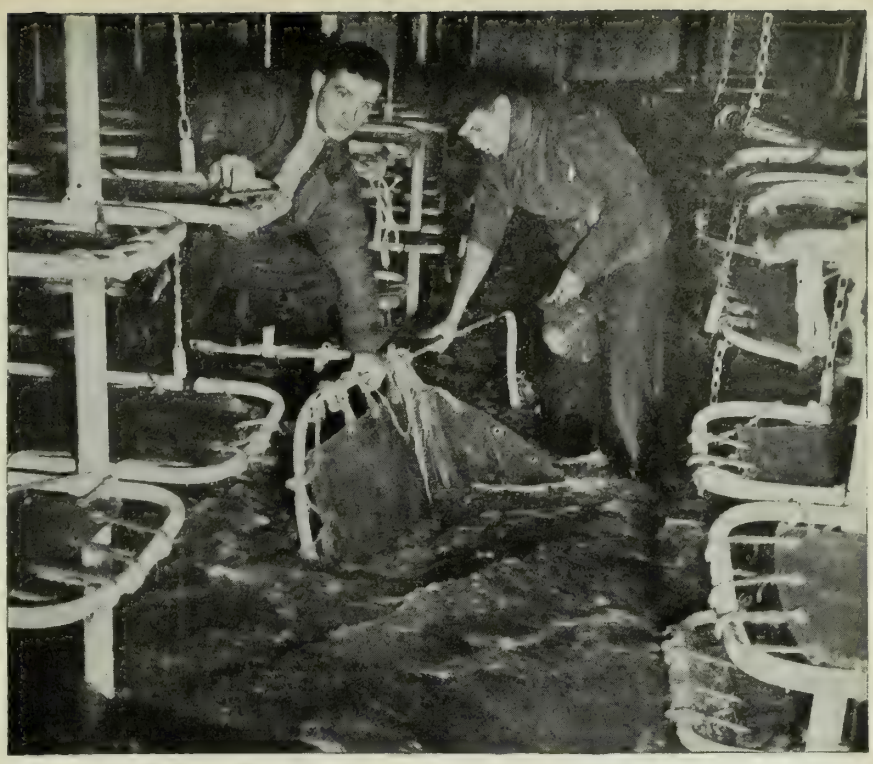
Composite Squadron 4—Completed seven months in the Pacific by damaging two enemy battleships and two heavy cruisers.

Composite Squadron 10—Dive-bombed and strafed Jap warships for two and a half hours, while protecting CVEs off Samar.

Composite Squadron 65—One of its pilots spotted the Jap task force off Samar and radioed to his carrier, USS *Saint Lo*, the news which readied the CVE force for the forthcoming battle, in which this squadron then contributed materially to our victory.

• Anti-blackout suits, designed as a sort of armor against the force of gravity, are now being worn by naval fighter pilots. While a pilot makes a pass at the enemy, there may be a pressure of three or four times his weight pulling the blood away from his brain for 20 or 30 seconds. In coming out of a dive the pressure may last for only a few seconds, but the pull may be eight or nine times the force of gravity. Under these circumstances his brain becomes foggy and his sight blurred; he is a "sitting duck" for enemy pilots. The only answer to this phenomonen—called "blacking out"—has been perfect physical condition and careful flying. The new anti-blackout suits, developed by BuAer and BuMed, prevent black-out and greatly increase the pilot's ability to maintain clear vision during combat maneuvers.

• *The Fighting Lady*, an hour-long technicolor motion picture produced by Twentieth Century-Fox from film shot by Navy photographers and from cameras installed in the wings of Navy planes, is now being shown to men of the Fleet and to theater audiences. Called by Vice Admiral C. H. McMorris, USN, chief of staff to Fleet Admiral Nimitz, "the finest motion picture concerning the war yet made," *The Fighting Lady* depicts the history of an aircraft carrier from her shake-down cruise through her part in the Marianas action. Most of the shipboard scenes were filmed aboard the USS *Yorktown* and *Ticonderoga*, and two-fifths of the action pictures were taken from wing cameras of Hellcats, Avengers and Helldivers during actual attacks on the enemy. Profits from the film will go to the Navy Relief Society. Twentieth Century-Fox has given 100 16-mm. prints and 25 35-mm. prints in technicolor to the Navy for units afloat and overseas.



Official U. S. Coast Guard photograph

ABOARD TRANSPORT two Coast Guardsmen salvage bunks ripped from their moorings in quarters flooded when mountainous seas poured into the ship during North Atlantic storm as she carried troops to Europe.

Official U. S. Navy photograph

NO WORK to do, fortunately, fire-fighter on a U. S. carrier chews a finger of his asbestos gloves as he watches flight-deck operations.

• Four in the air and two in the sea is the one-day Jap-killing score of Ens. Clarence A. Borley, USNR, Yakima, Wash., pilot of a Navy Hellcat. He shot down four Jap fighter planes in a recent sweep over southern Formosa before his own plane was hit by enemy antiaircraft fire. Seconds after crash-landing into the sea he was bobbing around in a lifejacket. Two Japs saw him fall and immediately came out in a sailing dinghy to make him prisoner. Ensign Borley had other plans. When the Japs were within 50 yards, he opened fire with a .38-calibre revolver and killed the bowman. Three more shots finished the other Jap. Friendly planes dropped a raft to Ensign Borley, who was now in the middle of a minefield. Five days later he was picked up by a U. S. ship.

• Purchases of War Bonds by Navy uniformed and civilian personnel amounting to $120,701,910 brought the 1944 total to $576,201,731, an increase of 93% over 1943. Two record-breaking performances contributed to 112% increase of December 1944 over December 1943: the Pearl Harbor Day sale of $62,568,845, and the $42,023,194 total of bonds purchased through allotments by uniformed personnel of the Navy, Marine Corps and Coast Guard. Navy yards and naval air stations led the bond program in December, with 93.6% of the civilian personnel of the yards investing 11.2% of their gross payroll in bonds, and 94.6 of NAS personnel investing 11%.

• The firepower of the U.S. Fleet is five times what it was on 1 July 1940, the Navy announced last month. Including auxiliaries and Coast Guard vessels, all U.S. naval vessels together can fire 2,000 tons of shells in a 15-second firing run. Behind the increase in firepower lie radical changes in armament over fighting ships of the first and present World Wars. In the battleship class, the new USS *Iowa* packs a wallop 92% greater than that of the USS *Texas*, commissioned in 1914. In the heavy cruiser division, the USS *Baltimore*, commissioned in 1943, has 123% more firepower than *Pensacola*-type ships commissioned in 1930. The light cruiser *Denver*, of 1942 vintage, could outshoot the USS *Omaha* before

Precision Instrument

In a recent statement on the versatility of Navy aircraft, Rear Admiral D. C. Ramsey, USN, Chief of BuAer, cited the work of the 4th Marine Air Wing in using Corsair fighter planes as divebombers to knock out Jap gun positions and blockhouses. A pilot just back from this work, Admiral Ramsey reported, remarked that he would like to have a try at some of the German targets: "And if they asked me to bomb a factory," the marine said, "my first question would be—what department?"

Seabees Celebrate 3rd Birthday

The Seabees celebrated their third birthday 28 December with a record of having participated in every major U. S. amphibious operation of the war.

Growing from an original force of 3,300 to one of more than 234,000, they have fought shoulder to shoulder with the Army and Marines from Guadalcanal to the European and Philippine invasions. They have been on the heels of every U.S. invasion force, building advance bases to keep pace with the needs of our fleet.

Authorization for BuDocks to recruit and train construction workers for military service came on 28 Dec. 1941. Skilled workmen from 60 trades answered the call. The first battalions were trained hurriedly, sketchily equipped with a combination of Army, Navy and Marine gear and rushed to the South Pacific to build bases desperately needed to hold the Japs at the Solomons line.

In the two and a half years that followed, Seabees have become an integral part of any invasion force. Instead of being all-purpose battalions, they now have units and detachments specializing in such things as the handling and operations of pontoons, base maintenance automotive repair, fog generation, building petroleum facilities and stevedoring.

Operations entrusted to Seabees in a typical Marine assault include operation of pontoon causeways and barges and the unloading of ammunition, food, artillery, tanks, trucks, bulldozers and other equipment. Once ashore, they defend their own positions with infantry weapons.

Putting airfields in shape in the midst of the fighting is an old story with the Seabees. Many a Seabee bulldozer operator has answered Jap sniper fire with his own carbine. On Saipan the Seabees put Isley field in operation by D-plus-seven despite bombs, mortar fire and snipers. On Guam their construction of airstrips was carried on so near the front lines that bulldozer operators found Jap tanks challenging their positions.

Seabees blast coral for tropic airfield.

It was from bases which Seabees and their Civil Engineer Corps officers helped to build that much of the strength was concentrated for our assault on the Philippines. Combat supplies were issued from Seabee-built warehouses; naval aircraft were fueled from Seabee-constructed fuel dumps; aircraft flew from Seabee-built airfields.

Large-scale use of pontoon causeways was perfected by the Seabees in the European theater. Seabees rode trains of pontoons to the shore and anchored them as bridges between supply ships and the beaches. Then, while the enemy shelled these exposed lines of supply, the Seabees landed equipment and munitions. (See page 37.)

During the invasion of Normandy pontoons were used as floating causeways within artificial harbors, where men and supplies were unloaded at all stages of the tides. At one beach, it was estimated, 75% of all supplies unloaded during the first few weeks came ashore over Seabee pontoons.

The artificial harbors, called Mulberries (INFORMATION BULLETIN, December 1944, p. 10), were manned by Seabees and Civil Engineer Corps officers from the time they were assembled in England until they were put in place and operating off the beaches of Normandy. While supplies flowed into the beaches, other Seabees helped bring the ports of Cherbourg and LeHavre back into operation.

More recent Seabee handiwork has been the readying of airfields on Saipan, where giant B-29s now take off for the Japanese homeland.

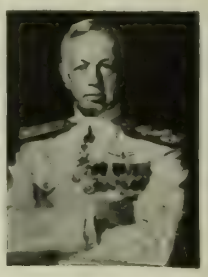
Secretary of the Navy James Forrestal, in tribute to the Seabees on their third anniversary, said: ". . . I extend my congratulations to an organization which chose for its motto the words, 'Can Do,' and then proceeded, by courage, skill and hard work, to live up to it."

Official U. S. Navy photographs

Seabees shovel snow at northern outpost.

her modernization by 110%. *Sumner*-class destroyers can lay down a barrage 216% greater than the old four-stacker class built in 1918.

• Admiral Harry E. Yarnell, USN (Ret), returned to inactive duty for the third time on 26 Dec. 1944. He had been recalled to active duty for the second time in June 1943 and since August 1943 had been on special duty in CNO. During his long naval career Admiral Yarnell had been the first CO of the USS *Saratoga*, chief of the Bureau of Engineering and Commander in Chief of the Asiatic Fleet. He was first transferred to the retired list on 1 Nov. 1939, was recalled to active duty in the office of the Secretary of the Navy on 1 Nov. 1941 and released from active duty a second time on 15 Jan. 1943.



Admiral Yarnell

• An inventory of $6,500,000,000 worth of Navy supplies completed 31 Dec. 1944 will provide a complete accounting of field stocks and will facilitate more efficient utilization of storage space and save time in filling requisitions. The inventory, involving two million items, was completed in six months. On the basis of the inventory, stock records in all activities will be kept up to date in a newly promulgated standard form.

• Planes of the Transport Air Group flew nearly 100,000 pounds of rations to marines on Peleliu Island in 48 flying hours and evacuated scores of wounded men while bitter fighting still raged around the airstrip. Responding to an emergency dispatch, 14 Douglas Skytrains, each carrying 5,100 pounds of rations, and two Commandos, each loaded with 7,200 pounds of food, flew within fighter-plane range of the Japanese. A serious food shortage was averted, and wounded who could not be cared for adequately on Peleliu were taken to rear-line hospitals. The planes were borrowed from regularly scheduled transport trips.

• Seven Navy material redistribution centers are now in operation in the U. S., and 11 others are being established, to provide facilities for the orderly disposal of salvaged excess and residual materials. The Navy Material Redistribution and Disposal Administration, located in New York City, is responsible for the Navy's redistribution program and will operate the centers, which are located at Buffalo, N. Y.; Chicago, Ill.; Eddystone, Pa.; Edgewater, N. J.; Irvington, Calif.; Point Pleasant, W. Va., and Alameda, Calif. Similar centers are planned at Corpus Christi, Tex.; Jacksonville, Fla.; Lawrence, Mass.; Jeffersonville, Ind.; Torrance, Calif.; Steubenville, Ohio; Newburgh, N. Y.; Trenton, N. J.; Lonsdale, R. I., and Bellingham, Wash.

SHIPS & STATIONS

• The USS *Camel* (IX) was busily discharging gasoline one dark night in the Marianas, when the crew started counting noses and found there were quite a few extra noses aboard. The captain was called and told that the forward deck of the *Camel* was swarming with Japanese. All hands went to work with tommy guns and lesser weapons and cleaned the decks of the enemy. A few Jap survivors leaped overboard and were quickly pursued by the captain and a boatload of crew members. One prisoner was taken to fill the vessel's empty brig. The *Camel* is a special purpose unit of the Service Force, Pacific Fleet, not intended for combat duty. Her designation as IX means she is one of a group of miscellaneous craft which for reasons of age, construction or function do not fall into the more familiar classes of vessels.

• In recent ceremonies at NAS, Pensacola, the Kneib twins—Vernon and William—were designated naval aviators and commissioned ensigns in the Naval Reserve and will go on to operational training together. Previously the identical twins were graduated together from high school and junior college and went through the naval aviation training program together. They even had their tonsils removed at the same time. Their ambition is to fly twin-engine Navy bombers.

• The USS *Cebu* has been away from the states for a long time—no one realized just how long until one day last month. The call had gone around the ship for all men who wished to make additional allotments to report to the disbursing office. That day the allotment business was brisk and the paymaster's crew worked unusually hard. Just when they were about to close up shop a sailor poked his head in the office and said: "Please tell me my wife's first name. I've forgotten."

• The Coast Guard cutter *Chaparral* sighted a doe and her fawn marooned on an ice pack in a river near the locks at Sault Ste. Marie, Mich. On seeing the ship they leaped into the water, the doe reaching shore but her youngster swimming directly into the path of the cutter. A quick-thinking crew member lassoed the fawn. The following report was sent by the cutter's CO: "Sighted deer, saved same."

• A bronze plaque honoring the late Capt. Kenneth Whiting, USN, naval aviator No. 16, was unveiled last month by his daughter Moira Whiting, Sp(Y)3c, in ceremonies at the NAAS, Whiting Field, Fla. The field was named in his honor. Capt. Whiting was CO of the first aeronautical unit to reach Europe in World War I. He helped convert the USS *Jupiter* into the USS *Langley*, first U.S. aircraft carrier, and is credited with the development and perfection of the arresting gear used aboard carriers. At the time of his death in April 1943 he was CO of NAS, Floyd Bennett Field, N. Y.

• Five hundred dollars was collected within a few hours among uniformed and civilian personnel at the Navy's Hydrographic Office, Suitland, Md., to provide for the family of a sailor whose four-year-old son died in a fire that destroyed a four-unit apartment house near the H.O. last month. More than 250 enlisted personnel from the H.O. fought the blaze which resulted in the death of the child of Seaman First Class and Mrs. Milton A. Barham. Barham is stationed somewhere in the Pacific.

Official U. S. Navy photograph

OIL SMOKE boils up from the tanker USS Mississinewa, set afire by enemy action in the Central Pacific. A small Navy float plane helped boats from nearby vessels rescue 80 per cent of her crew by taxiing up to spreading rim of flames from the oil-coated waters and throwing a line to survivors.

Official U. S. Navy photograph

DOCTOR of Laws was added to the titles held by Fleet Admiral Nimitz, CincPac and CincPOA, when that honorary degree from Fordham University was presented to him recently by the Most Reverend James J. Sweeney, right, Roman Catholic Bishop of Honolulu.

• Approximately 32,700,000 pounds of mail—equivalent to 70 letters for every man, woman and child in the U.S.—were handled at the NATS terminal at NAS, Honolulu, last year. The Hawaiian terminal funnels more airmail from the mainland to the war fronts than normally passes through New York, Chicago or San Francisco.

HOME FRONT

• President Roosevelt in his annual "state of the Union" message last month urged the new Congress to enact a national service act. He cited a joint Army-Navy letter urging such action as essential to achieving full production. The President also asked: immediate legislation to make use of the services of four million 4-Fs; an amendment to the Selective Service Act to provide for the induction of nurses; universal military training after the war; preparation for revision of the tax program when the war ends.

The President's requests came at a time when industry was calling for 300,000 workers immediately and the armed forces for 900,000 men by 30 June. On the heels of the message, Selective Service asked for a reexamination of 364,000 deferred farm workers and announced that men up to 38 who leave jobs for which they were deferred without draft board consent will be inducted. Lower physical requirements were also established. In other tightening-up moves, virtually all meat was placed on the ration list, race tracks were closed and cancellation was "requested" of conventions and trade shows involving more than 50 persons.

In his budget message to the House of Representatives a few days after the "state of the Union" message the President set expenditures for the 1946 fiscal year at 83 billion dollars, almost 17 billion less than the 1945

budget. Of the requested sum, 70 billion—in comparison to 89 billion in the last budget—would be earmarked for war purposes. The President estimated the overall cost of the war from 1941 through the 1946 fiscal year at 450 billion dollars.

• Effective last month all persons of Japanese ancestry who have been proven loyal to the U.S. were permitted to return to their former homes in the coastal areas of California, Oregon and Washington. Resettlement of the 119,000 people involved, who have been held in inland camps since shortly after Pearl Harbor, will be gradual.

• Merchant shipyards in the U.S. last year built 1,677 ships with an aggregate of 16,348,446 deadweight tons, the U.S. Maritime Commission announced. Of the ships delivered 580 went to the Army and Navy for military use. Although 219 fewer ships were delivered in 1944 than in the record year 1943, 1944 was considered a better shipbuilding year because of the increased number of military-type vessels produced. (For report of naval production, see page 43.)

• Ann Curtis, 18, San Francisco, holder of eight National AAU swimming titles and 18 swimming records, last month became the first woman to receive the James E. Sullivan Memorial Trophy, awarded annually for the past 14 years to the outstanding amateur athlete.

• Adolf Hitler was cut down to his own size recently when two welders melted down a captured life-size bronze bust of *der Fuehrer* before 25,000 Brooklyn shipyard workers at a War Bond rally. The metal will be used in the construction of a U.S. ship.

• Work has been completed to double the floodlighting system on the Statue of Liberty in preparation for the day Germany or Japan surrenders. The new lighting is equivalent to 2,500 times full moonlight.

• One out of every 20 persons in the U.S. works for one of the more than 155,000 separate governmental bodies functioning in the U.S., the Bureau of Census reported last month. An earlier accounting listed the number of civilian employees of the government as 6,503,000. Of this number 3,335,000 were employed by the Federal Government and 3,168,000 worked for state and local bodies.

• Three hundred thousand babies, or one out of every 10 born last year, were cared for by the Department of Labor's Emergency Maternity and Infant Care program. Wives of servicemen in the first four pay grades and aviation cadets are provided with free medical, nursing and hospital care during pregnancy, childbirth and for six weeks after childbirth under the program. Care is also provided for the infant during the first year of its life.

• The Army's new cargo carrying plane, C-97, last month flew from Seattle to Washington, D. C. in the record time of six hours, three minutes and 50 seconds. The test was made at an altitude of 30,000 feet at an average speed of 383 miles per hour. Thirteen persons were aboard during the hop and a load of five tons in addition to fuel was carried. The C-97 employs the same wing and power plants as the B-29, but is taller and longer and carries no armament. It was originally designed to service B-29s with fuel and supplies. Best previous transcontinental record for planes of similar size was made by the *Constellation* in six hours and 57 minutes. The previous official transcontinental record was held by a P-51 fighter plane which made the trip in six hours and 31 minutes.

• *It happened last month:* France became a member of the United Nations. . . . New York's first professional woman window-washer reported for work on Manhattan's skyscrapers. . . . A machine to make colored cigaret wrappers to match woman's evening dresses was listed by the U.S. Patent Office. . . . Twelve dead rats were used to purchase as many movie tickets by youths in Leonardtown, Md., in that city's anti-rat campaign. . . . No merchant ship missed convoy during the holiday season. . . . The WPB in a move to smash the black market on tin, announced that sales of any jewelry or similar products containing tin would be virtually prohibited after 1 March. . . . It was announced that 34 yards of diaper cloth per infant was manufactured in 1944. . . . A gift of more than $16,000, representing wages earned Christmas Day by employees of a Georgia shipyard, was presented to the United Seamen's Service.

• Approximately 175 billion strike-anywhere matches and 125 billion book matches will be available for civilian use in 1945. The armed forces will receive the entire output—170 billion—of strike-on-box matches and 35% of the book matches.

Foursome exercises voices at Service Women's Lounge in Philadelphia station.

Canteen-Lounges Provided In Railroad Stations

Canteens, lounges and information booths now are provided for traveling service personnel in more than 25 stations on the Pennsylvania Railroad.

Most elaborate of these are three canteen-lounges in Philadelphia's Broad Street Station, where service personnel can bunk overnight for a charge of 25 cents. For male enlisted personnel the Broad Street Canteen has dormitories with 180 beds, plus washrooms and showers. The Service Women's Lounge there, for both officers and enlisted women, provides 41 beds and, in addition to showers, facilities for washing and pressing clothes. For male officers there are 34 beds in the Officers' Club, which also has a dining room. All three canteen-lounges have lunch bars, comfortable chairs, writing desks, books and magazines, and other accomodations for rest or recreation.

During an average month 37,000 service men and women patronize the three lounge-canteens and 4,500 use the dormitories.

There also are lounge-canteens, without overnight dormitories, in the Pennsylvania Railroad's other two stations in Philadelphia, 30th Street and North Philadelphia, and similar accomodations in stations owned by the Pennsylvania or shared with other lines in Newark, Trenton and Elizabeth, N. J.: Harrisburg, York and Pittsburgh, Pa.; Wilmington, Del.; Baltimore, Md.; Columbus, Cincinnati, Dayton, Dennison, Lima and Crestline, Ohio; Terre Haute, Indianapolis, Fort Wayne, Anderson and Richmond, Ind.; Detroit and Grand Rapids, Mich., and New York, Chicago, St. Louis and Washington.

These canteens, lounges and other facilities are supervised or staffed by representatives of the USO, the Travelers Aid Society, the Women's Aid of the Pennsylvania Railroad (consisting of employees' families) and by paid employees of the railroad.

THE WAR AT SEA

U. S. Navy Communiques In Full And Pertinent Excerpts From Others

OFFICIAL REPORTS: 21 DECEMBER THROUGH 20 JANUARY

All Dates Local Time at Scene of Action Unless Otherwise indicated

21 DECEMBER

U. S. Pacific Fleet Communique No. 210

Air strip installations on Iwo Jima, in the Volcanoes, were bombed by Liberators of the Strategic Air Force, Pacific Ocean Areas, on 19 December. On the same date Avenger torpedo planes of the 2d Marine Aircraft Wing bombed Yap in the western Carolines.

Storage areas on Babelthuap, in the Palaus, were bombed and strafed by fighters of the 2d Marine Aircraft Wing on 19 December. A number of boats were destroyed by Marine fighters attacking the Sonsorol Islands, southwest of the Palaus on the same date.

Fighters of the 4th Marine Aircraft Wing strafed targets on Rota in the Marianas on 19 December. 4th Marine Aircraft Wing fighters continued neutralizing attacks on enemy-held bases in the Marshalls on the same date.

ADVANCED HEADQUARTERS ON LEYTE — *Mindoro:* One of our heavy reconnaissance units damaged a 6,000-ton freighter-transport off the northwest coast, leaving the vessel in flames. . . . *Mindanao:* Medium bombers and patrol planes attacking off Davao destroyed four coastal vessels and five barges and damaged a 1,000-ton freighter.

22 DECEMBER

Navy Department Communique No. 561

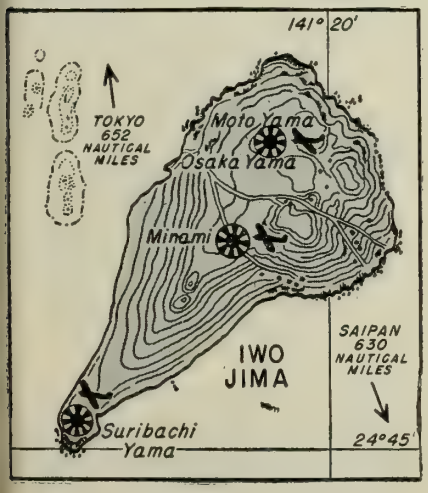
1. The USS *Ward*, a destroyer transport, and the USS *Mahan*, a destroyer, were recently lost off Leyte, Philippine Islands, having been hard hit by enemy aerial torpedoes and later sunk by our own forces.
2. This action was reported in Southwest Pacific Area communique 975.
3. There was no loss of life of personnel on the USS *Ward*.
4. The next of kin of the casualties sustained on the USS *Mahan* have been informed.

ADVANCED HEADQUARTERS ON LEYTE — *Moluccas:* Air and naval pilots attacking small shipping bivouacs and supply dumps on Halmahera destroyed nine barges, some carrying ammunition and supplies. . . . *Lesser Sundas:* Our medium reconnaissance units discovered a southbound enemy troop convoy of two freighters escorted by a destroyer in the Banda Sea. Masthead bombing and strafing attacks resulted in the destruction of one 2,000-ton freighter and strafing hits on a second.

23 DECEMBER

ADVANCED HEADQUARTERS ON LEYTE — *Visayas:* Light naval units at night sank a small freighter loaded with supplies in the Visayan Sea and shelled shore installations at Masbate. . . . *Borneo:* Patrol planes off the north coast destroyed two small freighters and damaged four more. . . . *Lesser Sundas:* Patrol planes sank a lugger in the Sulu Islands.

LONDON, *Admiralty communique* — Strong forces of enemy E-boats which attempted to operate on an Allied convoy route off the mouth of the Schelde during the night of 22 December were routed by His Majesty's ships and light coastal forces. Preliminary reports indicate that at least two E-boats were sunk, two probably sunk and five badly damaged.



See 21 December & 19 January.

24 DECEMBER

ADVANCED HEADQUARTERS ON LEYTE — *Mindanao:* Heavy and medium bombers attacked airdrome installations and shipping at Zamboanga and Davao. Thirteen small freighters were destroyed or damaged and hits were seen on the jetty and in bivouac, supply and dispersal areas, followed by fires.

ROME, *naval communique* — A report from the south of France covering naval operations during the past 11 days states that effective gunfire support continues to be given to the right flank of the Army in the neighborhood of the Franco-Italian frontier. Successful bombardments have been carried out against enemy batteries and troop concentrations as well as upon motor transport, a railway station and bridges. The U. S. destroyers *Hughes*, *Niblack* and *Woolsey* were all in action together with the French cruiser *Jeanne d'Arc* and the French destroyer *L'Alcyon*. The French patrol vessel *Cimeterre* sank a human torpedo off Villefranche while another one was parked upon the beach nearby.

CHUNGKING, *14th U. S. AAF communique*—A P-51 attacked shipping at Hong Kong on 23 December, damaging a freighter and destroying two enemy planes in air combat. Fighters destroyed a Japanese destroyer in drydock at Hong Kong on 21 December.

MOSCOW, *communique*—The air arm of the Red Banner Baltic Fleet sank a German supply ship of 6,000 tons in the southeastern part of the Baltic Sea.

25 DECEMBER

U. S. Pacific Fleet Communique No. 213

U. S. WARSHIPS BOMBARD IWO JIMA

Ships of the United States Pacific Fleet bombarded the enemy base of Iwo Jima in the Volcanoes on 23 December. The attack was a joint operation with bombers and fighters of the Strategic Air Force, Pacific Ocean Areas, and bombers of the 21st Bomber Command and Fleet Air Wing 1.

Coastal defenses were shelled by our surface units, which encountered some enemy gunfire but suffered no damage. Our ships sank an enemy destroyer escort, a patrol craft and a medium-sized landing ship.

Forces of Liberator bombers and Lightning fighters bombed and strafed airstrip installations and shore defenses. Our aircraft destroyed one enemy plane on the ground and damaged six others. Two enemy fighters attacked our planes and meager antiaircraft fire was encountered. All our planes returned safely.

Bombers of the Strategic Air Force on the same day bombed airstrip facilities on Chichi Jima in the Bonins.

Fighters of the 2d Marine Aircraft Wing attacked installations on Babelthuap in the Palaus on 23 December, setting several buildings afire.

Aircraft of Fleet Air Wing 2 and the 4th Marine Aircraft Wing continued attacks on enemy bases in the Marshalls on 23 December.

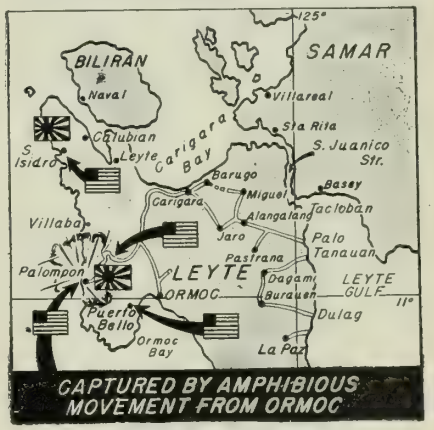
ADVANCED HEADQUARTERS ON LEYTE — *Leyte:* The 77th Division has captured Palompon on the west coast by an amphibious movement from Ormoc. The landing in his rear took the enemy completely unawares. Caught between this force and one advancing overland from the east he was able to offer little resistance. Meanwhile, troops of the 24th Division cleaned up the west coast in the vicinity of San Isidro, troops of the 7th Division landed at Puerto Bello on the west shore of Ormoc Bay and the 32d Division and 1st Cavalry Division are rapidly moving west toward the coast against practically no resistance.

NEW LANDINGS BEHIND JAPS ON LEYTE

The Leyte-Samar campaign can now be regarded as closed except for minor mopping up. Our losses were, 2,623 killed, 8,422 wounded, 172 missing; total of 11,217. The enemy's loss was 113,221. Of this 54,338 were abandoned dead; 18,500 estimated dead, not yet collected and those buried by the enemy; 493 prisoners; 30,000 estimated troops sunk at sea in the ten convoys attempting reinforcement, and 9,890 naval ratings in the crews of the 41 transports of 164,250 tons and 27 warships sunk.

In air battles 2,748 enemy planes were destroyed in the Philippines from 20 October—1,515 by land-based aviation and antiaircraft defenses and 1,233 by the 3d Fleet carriers.

Mindanao: Naval units at night sank an enemy motor-torpedo boat. . . . *Moluccas:* Light naval patrols destroyed an enemy barge laden with ammunition and supplies and damaged another.



See 25 December.

MOSCOW, *communique* — Ships of the Red Banner Baltic Fleet sank an 8,000-ton German supply ship in the Baltic.

26 DECEMBER

U. S. Pacific Fleet Communique No. 214

Between 16 and 25 enemy planes attacked an airstrip on Saipan the night of 24 December. Our fighters shot down three planes. Antiaircraft fire destroyed a fourth. One of our planes was destroyed on the ground and several others damaged. Six men were injured.

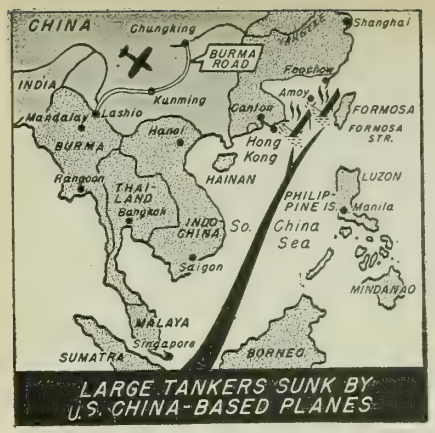
Liberators of the Strategic Air Force bombed airstrips and plane dispersal areas on Iwo Jima in the Volcanoes 24 December. Meager antiaircraft fire was encountered.

Corsairs of the 4th Marine Aircraft Wing attacked Rota in the Marianas on 24 December.

Fighters of the 2d Marine Aircraft Wing sank an enemy barge at Babelthuap in the Palaus 24 December.

ADVANCED HEADQUARTERS ON LEYTE — *Borneo:* Air patrols in attacks on shipping at Brunei Bay sank a 2,000-ton cargo ship, a smaller freighter and two barges, and damaged a coastal vessel.

CHUNGKING, *14th AAF communique* — Bomb-carrying P-51s struck at shipping in Hong Kong Harbor on 24 December, sinking a large tanker and probably sink-



See 26 December.

ing four other vessels and heavily damaging another. On the night of 24 December a B-24 sank a large tanker in convoy in Formosa Strait.

27 DECEMBER

Navy Department Communique No. 562

1. United States submarines operating in Far Eastern waters have reported the sinking of one large Japanese aircraft carrier and 26 other Japanese vessels, including one converted light cruiser, one destroyer, two escort vessels and two destroyer transports — seven combat vessels. The vessels sunk were:

SUBS SINK JAP CARRIER, 26 OTHER VESSELS

One large aircraft carrier, one converted light cruiser, one destroyer, two escort vessels, two destroyer transports, two large transports, 10 medium cargo vessels, three small cargo vessels, one small transport, two medium cargo transports and two medium tankers.

2. These actions have not been announced in any previous Navy communique.

Navy Department Communique No. 563

The destroyer USS *Cooper* was recently lost off Ormoc, Leyte, Philippine Islands, as a result of a night action against the enemy. This action was reported in Commander in Chief, Southwest Pacific Area, communique 972.

The *LSM 20* was also recently lost off Leyte, Philippine Islands, as the result of enemy action.

The next of kin of casualties have been notified.

U. S. Pacific Fleet Communique No. 215

Surface units of the United States Pacific Fleet bombarded Iwo Jima in the Volcano Islands on 26 December. Targets included coastal defenses and airstrip installations. An enemy landing ship was set afire and an enemy gunboat was blown up by gunfire. Two of our ships suffered slight damage from enemy coastal guns. The attack was a joint operation with the Strategic Air Force of the Pacific Ocean Areas.

Liberators of the Strategic Air Force, POA, bombed the Iwo Jima airstrips 25 December. Two enemy fighters were seen in the air. Several of our aircraft suffered minor damage due to antiaircraft fire, but all returned safely. Neutralization attacks were continued on enemy-held bases in the Marshalls 25 December by planes of the 4th Marine Aircraft Wing. Fleet Air Wing 2 made similar attacks on 25 and 26 December.

ADVANCED HEADQUARTERS ON LEYTE — *Mindoro:* An enemy naval force comprising one battleship, one heavy cruiser and six destroyers was located approaching at dusk and was immediately attacked by our medium bombers and fighters and our PT boats. Repeated assault sorties by our air elements forced the enemy to withdraw after some fruitless and inaccurate shelling of the coast line. Three of the destroyers were sunk and hits were scored on the battleship and the cruiser. . . . *Luzon:* Patrol planes sank a 1,000-ton freighter and shot down two enemy float planes at Laoag. . . . *Mindanao:* Heavy and medium bombers destroyed three small freighters, a coastal vessel, barge and jetty in Davao Gulf.

ENEMY NAVAL FORCE ROUTED NEAR MINDORO

28 DECEMBER

Navy Department Communique No. 564

1. The submarine USS *Sea Wolf* is overdue from patrol and presumed lost.

2. Next of kin of casualties have been informed.

U. S. Pacific Fleet Communique No. 216

Enemy aircraft attacked United States air installations on Saipan and Tinian, in the Marianas, on 26 December in two separate raids of five and two planes respectively. Our fighters shot down two enemy aircraft.

Liberators and Lightning fighters of the Strategic Air Force made bombing and strafing attacks on air installations on Iwo Jima, in the Volcanoes, on 26 December. An enemy fighter was destroyed in the air. Two other enemy aircraft were destroyed and two damaged on the ground. Moderate antiaircraft fire was encountered.

A Navy search plane shot down an enemy bomber near the Bonins on the same date.

Liberators of the Strategic Air Force bombed air installations and shipping on and around Chichi Jima, in the Bonins, 26 December. A direct hit was scored on a coastal cargo vessel.

Fighters of the 2d Marine Aircraft Wing bombed enemy installations on Babelthuap in the Palaus, 26 December.

4th Marine Aircraft Wing fighters continued neutralizing attacks on enemy-held bases in the Marshalls on 27 December.

ADVANCED HEADQUARTERS ON LEYTE — *Leyte:* Our light naval units on patrol sank two enemy luggers. . . . *Borneo:* Patrol planes over Tarakan attacked shipping in the harbor, damaging a 2,000-ton freighter-transport and a small freighter.

MOSCOW, *communique* — Ships of the Red Banner Baltic Fleet sank a 10,000-ton German transport in the Baltic Sea.

29 DECEMBER

U. S. Pacific Fleet Communique No. 217

Liberators of the Strategic Air Forces, Pacific Ocean Areas, bombed airstrip installations on Iwo Jima in the Volcanoes, 27 December. Our planes encountered intense antiaircraft fire, but all returned safely.

Corsairs of the 2d Marine Aircraft Wing bombed and strafed enemy-held bases in the Marshalls 28 December as neutralizing attacks continued in that area.

ADVANCED HEADQUARTERS ON LEYTE — *Luzon:* Medium bombers hit enemy shipping in Lingayen Gulf, heavily damaging a 7,000-ton freighter-transport by direct hits. . . . *Borneo:* Patrol planes off the north coast bombed and strafed enemy shipping, leaving six small freighters sinking.

30 DECEMBER

ADVANCED HEADQUARTERS ON LEYTE — *Leyte:* Light naval units on night patrol destroyed four enemy barges. . . . *Moluccas:* Night naval patrols shelled a barge depot north of Galela.

31 DECEMBER

U. S. Pacific Fleet Communique No. 218

1. Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed airstrips and other installations on Iwo Jima in the Volcanoes 28 and 29 December. Moderate antiaircraft fire was encountered.

2. Marine Mitchell bombers made rocket attacks on enemy shipping between the Bonins and Volcanoes 27 and 28 December.

3. Mitchells of the 11th AAF bombed targets in the Kurils 29 December.

4. Corsairs of the 2d Marine Aircraft Wing bombed and strafed supply dumps and other objectives at Babelthuap and other areas in the Palaus 9 December. A bridge was destroyed at Babelthuap.

5. Fighters of the 2d Marine Aircraft Wing and the 7th AAF strafed enemy barges at Woleai in the western Carolines 29 December.

6. Search Venturas of Fleet Air Wing 2 bombed and strafed bivouac and supply areas on Wake Island 29 December. They were met by meager antiaircraft fire.

Neutralization raids on enemy-held bases in the Marshalls were continued by aircraft of Fleet Air Wing 2.

ADVANCED HEADQUARTERS ON LEYTE — *Luzon:* Patrol planes at night sank a 6,000-ton freighter-transport in Lingayen Gulf. . . . *Mindoro:* Fourteen of the 32 enemy planes attacking our shipping and shore positions were shot down. . . . *Visayas:* Light naval units on night patrol destroyed four luggers off the north coast. . . . *Borneo:* At Sandakan medium bombers sank a small freighter and three coastal vessels and strafed others under construction.

ROME, *communique* — Naval gun fire support continued to be given on the right flank of the army near the Franco-Italian frontier. Since 22 December, enemy personnel, transport and ammunition dumps have been successfully bombarded while a bridge was shot down by the U. S. destroyer *Woolsey.*

MOSCOW, *communique* — Ships of the Red Banner Baltic Fleet sank two enemy supply ships.

1 JANUARY

U. S. Pacific Fleet Communique No. 219

1. Airstrip installations on Iwo Jima in the Volcanoes were bombed by Liberators of the Strategic Air Force, Pacific Ocean Areas, on 30 December.

2. Marine Mitchell bombers scored rocket hits on a small coastal cargo ship which was left dead in the water near the Bonins on the same date.

3. Ammunition dumps and supply areas on Babelthuap in the Palaus were strafed and bombed by fighters of the 2d Marine Aircraft Wing on 30 December. On the same date Marine fighters sank four launches at Woleai in the western Carolines and Marine torpedo-planes bombed Yap in the same group.

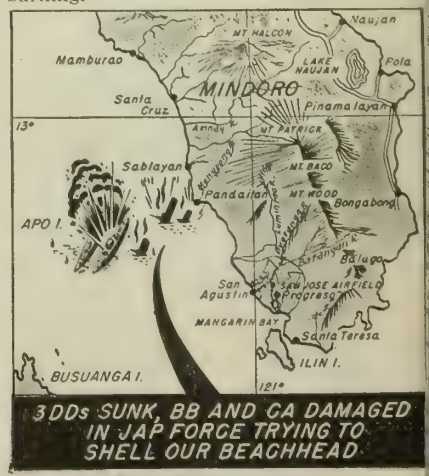
4. Corsairs of the 4th Marine Aircraft Wing on 30 December strafed targets on Rota in the Marianas.

5. Neutralization attacks on enemy-held bases in the Marshalls were continued 30 December by airplanes of the 4th Marine Aircraft Wing.

ADVANCED HEADQUARTERS ON LEYTE — *Luzon:* Our medium attack and fighter-bombers, in the deepest penetration yet made by our land-based aircraft, swept enemy shipping concentrated in Lingayen Gulf. Three freighter-transports of 8,000-tons each, two small cargo vessels, two destroyers and a destroyer escort were sunk or seriously damaged.

CHUNGKING, *14th AAF communique* — Our aircraft struck at shipping near Hankow 31 December destroying two enemy freighters in the Yangtze River. One freighter was probably sunk and a tanker left burning. . . . Two freighters were hit by B-24s on Hainan Island the night of 31 December. One sank and one was left burning.

JAP CARGO SHIPS SUNK OFF CHINA



See 27 December.

See 3 January.

2 JANUARY

Navy Department Communique No. 565

1. The submarine USS *Harder* is overdue from patrol and presumed lost. The next of kin of officers and crew have been informed.

2. The *LSM 318* has been lost as the result of enemy action in the Philippine area. Next of kin of fatalities and most other casualties have been notified and notification is en route to next of kin of other casualties.

3. The *PT 300* has been lost as a result of enemy action in the Philippine area. Next of kin of casualties have been informed.

4. The *PT 311* was lost in the Mediterranean area as a result of enemy action. Next of kin of casualties have been informed.

U. S. Pacific Fleet Communique No. 220

An enemy twin-engine bomber attacked air installations on Saipan in the Marianas 1 January, dropping a single bomb which caused no damage.

Liberators of the Strategic Air Force on 31 December bombed Iwo Jima in the Volcanoes. Our aircraft struck at enemy air installations and encountered moderate antiaircraft fire.

Fighters of the 2d Marine Aircraft Wing strafed fuel dumps and other targets on Babelthuap in the Palaus on 31 December.

Targets on Rota in the Marianas were strafed by 4th Marine Aircraft Wing fighters on the same date.

4th Marine Aircraft Wing and Fleet Air Wing 2 aircraft continued neutralizing attacks on enemy-held bases in the Marshalls the same date.

ADVANCED HEADQUARTERS ON LEYTE — Our northern air patrols shot down four enemy planes and set fire to five coastal vessels east of Formosa.

MOSCOW, *communique* — Ships of the Red Banner Baltic Fleet sank an enemy supply ship of 6,000 tons.

3 JANUARY

U. S. Pacific Fleet Communique No. 221

Carrier-based aircraft of the United States Pacific Fleet struck at enemy installations on Formosa and Okinawa Jima on 2 January. Details of the strike are not yet available.

Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed the airstrip and installations on Iwo Jima in the Volcanoes on 1 January. Moderate antiaircraft fire was encountered.

Army bombers of the Strategic Air Force struck Okimura town on Haha Jima in the Bonins on the same date.

Fighters of the 4th Marine Aircraft Wing strafed Rota in the Marianas on 1 January. On the same date our fighters shot down an enemy reconnaissance plane near Saipan.

Planes of the 2d Marine Aircraft Wing struck at installations at Babelthuap in the Palaus and Yap in the western Carolines on the same date.

Neutralizing raids on enemy-held bases in the Marshalls were continued by planes of the 4th Marine Aircraft Wing on 1 January.

ADVANCED HEADQUARTERS ON LEYTE — *Luzon:* Our attack bombers and heavy patrols swept enemy shipping along the west coast from north to south. Twenty-five enemy ships were sunk or set afire comprising a 7,000-ton transport, 6,000-ton freighter, 21 smaller freighters, two large trawlers. . . . *Mindoro:* In shore-to-shore operations our troops have landed on both the eastern and western coasts. . . . *Leyte:* Our light naval units sank five coastal vessels and a launch.

NEW LANDINGS ON MINDORO

4 JANUARY

U. S. Pacific Fleet Communique No. 222

1. Carrier based aircraft of the United States Pacific Fleet attacked installations on Formosa and Okinawa Jima 3 January. Details of this strike and that of the previous day are not yet available.

2. Fighters of the 4th Marine Aircraft Wing bombed and strafed targets on Babelthuap in the Palaus and strafed Rota in the Marianas on 2 January.

3. Search planes of Fleet Air Wing 2 continued neutralizing attacks on enemy-held bases in the Marshalls on the same date.

ADVANCED HEADQUARTERS ON LEYTE — *Luzon:* Our air force again struck heavily at enemy shipping in Subic Bay and Lingayen Gulf. Twenty-five freighters and transports aggregating 57,000 tons, plus a seaplane carrier, three naval escorts, a coastal vessel and five luggers were sunk or severely damaged. We lost two planes. . . . *Leyte:* Our light naval units attacked enemy small shipping to the west sinking one small freighter, two coastal vessels, a lugger and 12 barges. . . . *Moluccas:* Light naval units shelled shore positions on Halmahera.

CHUNGKING, *14th AAF communique*— P-51s struck at river shipping on the Yangtze River from Hankow to Kuikiang on 3 January, exploding a river steamer and six vessels loaded with gasoline.

5 JANUARY

Navy Department Communique No. 566

The destroyer USS *Reid* was recently lost as a result of enemy action in the Philippine Islands area. The next of kin of casualties have been informed.

U. S. Pacific Fleet Communique No. 223

Army Liberators and Lightnings of the Strategic Air Force, Pacific Ocean Areas, attacked the airstrip and installations on Iwo Jima in the Volcanoes 2 January. On the following day Liberators of the same force bombed the same targets, encountering moderate antiaircraft fire and one enemy fighter.

On 2 January Army Liberators of the Strategic Air Force bombed enemy installations on Marcus Island.

Fighters and torpedo planes of the 4th Marine Aircraft Wing strafed and bombed the enemy power plant, supply dumps and other installations on Babelthuap in the Palaus 2 and 3 January. Marine fighters also strafed targets on Sonsorol and Merir Islands southwest of the Palaus on the same date.

Aircraft of Fleet Air Wing 2 and the 4th Marine Aircraft Wing continued neutralizing attacks on enemy-held bases in the Marshalls 3 January.

ADVANCED HEADQUARTERS ON LEYTE — *Marinduque:* Our ground forces supported by naval and air elements made a surprise landing and occupied Marinduque. Through the seizure of this island east of Mindoro we gained control of the Sibuyan Sea and established direct contact with the southern coast of Luzon.

KANDY, Ceylon, *15th Indian Corps Communique*—On Wednesday morning our forces landed on Akyab Island. Troops landed on the northern beach from naval craft. More troops crossed a four-mile stretch of water from Foul Point. Others crossed in local boats from Kudaung Island, at the mouth of the Mayu River. There was no opposition and the island is firmly in our hands.

ALLIES SEIZE AKYAB ISLAND OFF BURMA

ROME, *naval communique* — Aircraft of the Coastal Air Force attacked shipping in the Adriatic and the Gulf of Genoa.

6 JANUARY

U. S. Pacific Fleet Communique No. 224

1. Carrier-based aircraft of the United States Pacific Fleet destroyed 111 enemy aircraft and damaged 220 more in attacks on Formosa and Okinawa in the Ryukyus 2 and 3 January. Twenty-seven ships were sunk and an additional 68 damaged. The enemy offered ineffective air opposition to our aircraft.

CARRIER PLANES HIT FORMOSA AND RYUKYUS

2. Surface units of the United States Pacific Fleet bombarded enemy installations at Chichi Jima and Haha Jima in the Bonin Islands, 5 January.

3. The shelling was concentrated on facilities around the harbor of Futami Ko on Chichi Jima and on other targets in Okimura town and Higashi harbor in Haha Jima. Fires were started in Okimura town and an enemy cargo ship was sunk west of Haha Jima. Answering the attack with meager gunfire, defending shore batteries inflicted minor damage to units of our forces. A single enemy fighter was observed airborne.

U. S. Pacific Fleet Communique No. 225

1. On 3 and 4 January Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed the airstrips and installations on Iwo Jima in the Volcano Islands.

2. Surface units of the United States Pacific Fleet bombarded coast defenses and airstrip installations at Iwo Jima in the Volcanoes 1 January. Numerous fires were observed on the island. Fire from enemy shore batteries was meager.

3. The following damage was inflicted on enemy shipping and installations on Formosa and Okinawa Jima by carrier-based aircraft of the Pacific Fleet 2 and 3 January:

Sunk or destroyed: One large cargo ship west of Takao, one medium cargo ship at Keelung, one small cargo ship at Keelung, one patrol craft, 10 small coastal cargo ships, 11 small craft.

Damaged: One destroyer, four destroyer escorts, six patrol craft, one landing ship, two landing craft, two large cargo ships, one medium cargo ship, 34 small cargo ships, seven small craft.

Ground installations destroyed on Formosa: Eleven locomotives, four tank cars and several trucks and freight cars.

In sweeps over the island our aircraft destroyed a railway bridge over Tamsui

See 1, 4 January.

River, a railroad station at Okayama and buildings and warehouses, fuel and ammunition dumps on all parts of the island.

Seventeen of our aircraft were lost in combat.

4. Army infantry units occupied Fais Island, east of Ulithi, 2 January against slight resistance. Eight of the enemy were killed and six captured. Our forces suffered losses of three killed and six wounded.

5. Fighters of the 4th Marine Aircraft Wing attacked fuel storage facilities on Babelthuap in the Palaus on 4 January. Marine torpedo planes bombed enemy installations on Yap.

6. On 4 January aircraft of the 4th Marine Aircraft Wing continued neutralizing attacks on enemy-held bases in the Marshalls.

KANDY, Ceylon, *naval communique*—On 4 January a very accurate and successful attack was delivered by British naval carrier - borne aircraft against an oil refinery at Pangkalanbrandan in Sumatra. Photographs show that the powerhouse and other important plants received direct hits, as did oil tanks and many other buildings.

BRITISH PLANES HIT SUMATRA OIL REFINERY

ROME, *naval communique*—During the last eight days naval gunfire support continued to be given the army in the neighborhood of the Franco-Italian frontier.

7 JANUARY

U. S. Pacific Fleet Communique No. 226

Carrier-based aircraft of the United States Pacific Fleet attacked aircraft, shipping and installations in and around Luzon in the Philippines on 5 January. Preliminary and incomplete reports show that eight aircraft were shot down, 19 destroyed on the ground and 14 more damaged on the ground. Details of damage to shipping and ground targets are not yet available.

Surface units of the Pacific Fleet bombarded installations at Suribachi on Paramushiru Island in the Kurils on 5 January, starting a number of fires. The enemy returned our fire but our forces suffered no damages.

FLEET UNITS SHELL ISAND IN KURILS

Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed installations on Iwo Jima in the Volcanoes on 5 January.

Supply dumps and other material were destroyed at Babelthuap in the Palaus by strafing fighters of the 4th Marine Aircraft Wing on the same date.

ADVANCED HEADQUARTERS ON LEYTE—*Visayas:* Light naval units on night patrol off Cebu sank a 1,000-ton freighter, two luggers and four barges.

ROME, *naval communique*—Enemy batteries and occupied buildings in the Massa area southeast of La Spezia were bombarded by the British destroyer *Lookout* in support of the Army on 6 January.

8 JANUARY

CHUNGKING, *14th AAF communique*—B-24s sank a freighter in an enemy convoy off Swatow on the night of 7 Jan.

ROME, *naval communique*—Referring to yesterday's naval communique, it is learned that the U. S. destroyer *Woolsey* and HMS *Lookout* bombarded enemy positions near Massa on 6 January.

9 JANUARY

U. S. Pacific Fleet Communique No. 227

1. On 8 January carrier aircraft of the United States Pacific Fleet attacked Japanese aircraft installations and shipping in and around the islands of Formosa, Ishigaki, Miyako in the Sakishima group and Okinawa. Details of these operations are not yet available.

U. S. Pacific Fleet Communique No. 228

Further reports of the attacks of aircraft from carriers of the U. S. Pacific Fleet which struck targets in and around Luzon in the Philippines on 5 and 6 January and caused damage to the enemy are now available as follows:

Aircraft: Ten shot down, 74 destroyed on the ground, 103 damaged on the ground.

All aircraft figures are in addition to those reported in Communique 226.

Shipping destroyed, not previously reported: Three medium cargo ships sunk, four small coastal cargo ships sunk, five luggers sunk.

Shipping damaged, not previously reported: One large cargo ship, three medium cargo ships, nine small coastal cargo ships, one tug and 15 small craft.

Many fires were started by the attacking aircraft. In sweeps over the island, aircraft destroyed one locomotive, 15 freight cars, 46 trucks, barracks, fuel supplies and other installations and damaged buildings and other facilities. Our forces lost 15 planes in combat.

Partial reports from the Pacific Fleet show that the following damage was inflicted on the enemy by carrier-based aircraft in the attack on Formosa, Ishigaki and Miyauo Jima in the Sakishima Group, and Okinawa on 8 January; 17 aircraft destroyed; 17 aircraft damaged; 14 small ships sunk; 17 small ships and luggers damaged; one large tanker left burning off Toshien, Formosa. The enemy offered no opposition in the air. Further details of this attack which was reported in Communique 227 are not now available.

On 7 January, Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed air installations on Iwo Jima in the Volcanoes. Our aircraft encountered moderate antiaircraft fire but all returned safely.

Aircraft of the 4th Marine Aircraft Wing and Fleet Air Wing 2 encountered meager antiaircraft fire in neutralizing attacks on enemy-held bases in the Marshalls on 6 and 7 January.

ADVANCED HEADQUARTERS ON LEYTE—*Luzon:* Our forces have landed on Luzon.

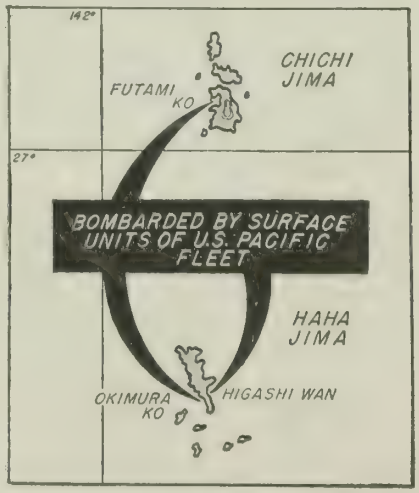
In a far-flung amphibious penetration our troops have seized four beachheads in Lingayen Gulf. The movement was covered by a blistering naval and air bombardment using both land-based and carrier-based planes. The enemy's air force made repeated and desperate attacks against our naval force formations in an endeavor to break the cohesion of our movement, but, beyond inflicting some loss and damage, was unsuccessful.

LUZON INVADED IN BIG AMPHIB OPERATION

In these encounters there were destroyed 79 enemy planes, one midget submarine, two destroyers, one coastal cargo ship and many small harbor and coastal craft.

The enemy evidently had not prepared for a landing in the Lingayen sector and as a result of this strategic surprise, our landing losses were insignificant. We are now in his rear. His main reinforcement and supply lines to the Philippines are cut and his ground fight for Luzon will have to be made with such resources as he now possesses there. The back door is closed. The decisive battle for the liberation of the Philippines and control of the Southwest Pacific is at hand.

General MacArthur is in personal command at the front and landed with his assault troops. Ground forces of the 6th Army are under Gen. Walter Krueger. His naval forces of the 7th Fleet and an Australian squadron are now under Vice Admiral Thomas C. Kinkaid, USN, and his air forces of the Far East Air Force are under Lt. Gen. George C. Kenney. The 3d Fleet under Admiral William F. Halsey Jr., USN, is acting in coordinated support.



See 6 January.

KANDY, Ceylon, *15th Indian Corps communique*—British troops and men of the Royal Indian Navy were engaged in brisk action with the enemy to the northeast of Akyab.

10 JANUARY

Navy Department Communique No. 567

1. The following craft have been lost in the Pacific area recently as a result of enemy action: four landing craft (LST), one motor torpedo-boat, one small submarine chaser, one small auxiliary vessel.

2. The above, in addition to the loss of the destroyers *Hull*, *Monaghan* and *Spence*, announced in a Navy Department press release today, together with losses previously announced in communiques, covers all losses of surface craft during the Philippine campaign up to 31 Dec. 1944.

[*The press release announced the loss of the three DDs and damage to a number of other vessels during a severe typhoon.*—ED.]

ADVANCED HEADQUARTERS ON LUZON: Our ground forces are firmly established on the south shore of Lingayen Gulf and we have advanced an average of four miles. Supplies and equipment are pouring ashore. The enemy was apparently completely deceived by our landing in his rear rather than in his front on southern Luzon.

Carrier-based aircraft of the 7th Fleet swept the entire beachhead sector in direct support of our ground troops while air units of the Far Eastern Air Force swept the entire Luzon area with deadly effect.

ROME, *naval communique*—In spite of rough weather off the south coast of France, warships continued to give gunfire support to the army in the neighborhood of the Franco-Italian frontier.

MOSCOW, *communique*—Warships of the Red Banner Baltic Fleet sank a German transport vessel of 10,000 tons.

11 JANUARY

U. S. Pacific Fleet Communique No. 229

On 8 January Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed air installations on Iwo Jima in the Volcanoes.

Suribachi, on Paramushiru in the Kurils, was bombed by Liberators of the 11th AAF on 9 January. The enemy offered no opposition.

Corsairs of the 4th Marine Aircraft Wing attacked enemy installations on Babelthuap in the Palaus the same date.

Meager antiaircraft fire was encountered by 4th Marine Aircraft Wing fighters in an attack on gun positions and the power plant on Nauru, 9 January.

Fighters of the 4th Marine Aircraft Wing also carried out neutralizing attacks on enemy bases in the Marshalls, 8-9 January.

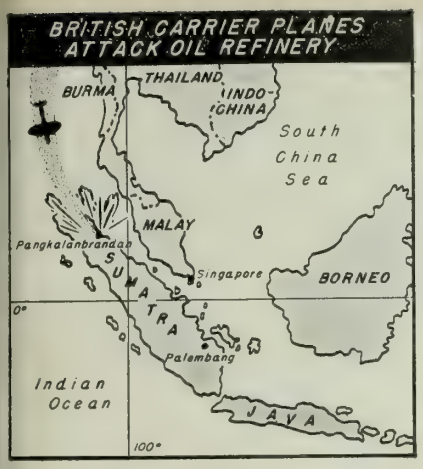
ADVANCED HEADQUARTERS ON LEYTE—*Visayas:* Motor-torpedo boats on night patrol sank a 1,000-ton freighter-transport at Palawan, a lugger at Cebu and two others in the Camotes Islands.

WASHINGTON, *20th AAF communique*—The Japanese - held naval base at Singapore was attacked by a medium force of B-29s on the morning of 10 January. The B-29s bombed shipping installations and reported good results.

B-29s HIT JAP NAVAL BASE AT SINGAPORE

KANDY, Ceylon, *15th Indian Corps communique* — Indian troops have entered Pommagyun, a steamer station on the west bank of the Kaladan, 14 miles northeast of Akyab.

LONDON, *Air Ministry communique* — Yesterday afternoon Beaufighters of the RAF Coastal Command, escorted by Mustangs of the RAF Fighter Command, attacked enemy shipping off the Norwegian coast. A small-sized enemy merchant vessel and a minesweeper were hit and left on fire. Two Beaufighters are missing.



See 6 January.

12 JANUARY

U. S. Pacific Fleet Communique No. 230

Carrier aircraft of the Pacific Fleet are now attacking the enemy off the coast of French Indochina between Saigon and Camranh Bay.

U. S. Pacific Fleet Communique No. 231

Additional reports from forces of the United States Pacific Fleet which struck at shipping along the coast of French Indochina 11 January show our carrier aircraft attacked four convoys and other scattered units, sinking a total of 25 ships, including a *Katori* - class light cruiser and several destroyers or destroyer escorts. Heavy damage was inflicted on 13 additional vessels.

CARRIER PLANES STRIKE ALONG INDOCHINA

Eighteen aircraft were observed airborne over Saigon, of which our fighters shot down 10. A bomber off the Indochina coast and eight of the 50 planes at Thanh Son Nhut air base north of Saigon Island were destroyed. Twenty flying boats and seaplanes in Camranh, Cat-Lai, near Saigon, and Qui Nhon harbor, about 250 miles northeast of Saigon, were also destroyed.

At last reports our surface forces had suffered no damage and were continuing their attacks.

Conclusive evidence has been obtained which shows that on 24 Oct. 1944 the Japanese battleship *Musashi* blew up and sank as the result of damage inflicted on her by aircraft attacks. These attacks were made by carrier aircraft from the Pacific Fleet task force commanded by Vice Admiral Marc A. Mitscher. The *Musashi* and her sister ship *Yamato*, which was damaged by bombs during the same action, were the two most powerful battleships in the Japanese fleet.

3d BB ADDED TO JAP SHIPS SUNK IN PHILIPPINES

On 9-10 January Army Liberators of the Strategic Air Force bombed the airfield and other installations on Iwo Jima in the Volcanoes.

Torpedo planes of the 4th Aircraft Wing attacked air installations on Yap in the western Carolines 10 January.

Marine fighter aircraft ranged over targets in the Palaus on the same date, sinking barges on Koror, destroying an ammunition dump on Babelthuap and striking other targets on Urukthapel Island.

4th Marine Aircraft Wing fighters bombed boat facilities at Nauru through moderate antiaircraft fire 10 January.

On the same date Marine fighters and divebombers made neutralizing attacks on enemy bases in the Marshalls.

ADVANCED HEADQUARTERS ON LUZON — During the day our naval units attacked an enemy concentration of 46 small freighters and coastal vessels attempting to unload at San Fernando, north of Lingayen Gulf. All the enemy vessels were sunk or heavily damaged. The port was shelled and three large ammunition dumps were destroyed. We had no losses. . . . *New Guinea:* A Royal Australian Navy unit shelled enemy coastal positions.

KANDY, Ceylon, *15th Indian Corps communique* — Under cover of darkness a force of Japanese landed from boats in the neighborhood of Ponnagyun, approximately 14 miles northeast of Akyab town. In a battle which lasted for more than an hour our troops claim to have inflicted a substantial number of casualties.

ROME, *naval communique*—During the early hours of 11 January, in spite of bad weather, a force of British and U. S. light craft on patrol southeast of Genoa met and engaged a convoy of enemy F-lighters. Torpedoes were fired. Hits on two of the lighters resulted in fires and heavy explosions. Probable hits on a third lighter also caused an explosion.

13 JANUARY

U. S. Pacific Fleet Communique No. 232

Following the first carrier attacks in the vicinity of Saigon on 11 January numerous fires were observed on shore, especially at Thanh Son airbase and at Port Nhabe. Six transports were included in the ships sunk at Saigon. At least six ships were sunk in the harbor at Quinhon.

Reports of the United States Pacific Fleet carrier aircraft strike against Formosa on 8 January have now been amplified. They show that the following damage was inflicted on the enemy in addition to that reported for the same attack in communique 228:

Shipping sunk: Two destroyers or destroyer escorts, one oiler, one large cargo ship, two medium cargo ships, 18 small craft. Communique 228 reported that 14 small ships not included in the above had been sunk. This figure is now reduced to nine.

Shipping damaged: One destroyer, five destroyer escorts, two oilers, five large cargo ships, three medium cargo ships, 28 small ships, 42 small craft.

Aircraft: Two Zeros destroyed, 44 damaged. In addition to these aircraft our search and patrol planes shot down seven other enemy planes on 9 and 10 January.

Ground installations: An ammunition dump and chemical plant destroyed at Keelung, two hangars, five locomotives and three tank cars destroyed at Heito, radio stations damaged at Giran. An aluminum and nickel smelter damaged at Karenko. Shops damaged at Tainan, Heito, Kobi and Toyohara.

Our forces lost four aircraft in combat during the attack on Formosa.

It can now be announced that heavy bomber units of the 7th AAF assisting the Far Eastern Air Force have been operating from the Palau Islands against targets in the Philippines in support of operations of the Commander in Chief, Southwest Pacific. Army Liberators of the 7th AAF have been engaged in attacking the enemy on Luzon, Cebu, Negros, and Mactan. In addition, the same units have carried out attacks in the Palaus and western Carolines. A summary of operations from 1 Nov. 1944 to 4 Jan. 1945, shows that 1,375 tons of bombs have been dropped on enemy targets in 714 sorties.

U. S. Pacific Fleet Communique No. 233

1. Liberators of the 11th AAF bombed airfield facilities near Kurabu Saki at the southern end of Paramushiru in the Kurils on 10 January. Six enemy fighters in the air and moderate antiaircraft fire were encountered, but all our aircraft returned safely.

2. On the following day 11th AAF Mitchells strafed and bombed installations on Torishima Retto, southeast of Paramushiru, starting extensive fires. The enemy sent up meager antiaircraft fire. Liberators of the 11th AAF on the same date struck installations in Suribachi on Paramushiru, meeting moderate antiaircraft fire. Four enemy fighters attacked, of which one was damaged. All of our aircraft returned safely from these operations.

3. Fighters of the 4th Marine Aircraft Wing destroyed a building and supply dump on Babelthuap and bombed defenses on Urukthapel in the Palaus on 11 January.

ADVANCED HEADQUARTERS ON LUZON — Our medium fighter planes continued to maintain complete air supremacy. They struck enemy surface craft along the west coast near Vigan with deadly effect, destroying over 50 coastal vessels.

Surface units of the 7th Fleet bombarded enemy installations at Rosario, east of our beachhead, causing explosions and large fires.

KANDY, Ceylon, *15th Indian Corps communique* — Supported by naval and air bombardment, our troops have landed on the Myebon peninsula in Hunter's Bay, 32 miles from Akyab town. There was opposition from enemy artillery and machine guns but our troops have succeeded in establishing a bridgehead.

ROME, *naval communique*—On 10 January the French destroyer *Le Fortune* was attacked by enemy explosive boats south of San Remo. One of them was sunk by gunfire. On 11 January the French cruiser *Georges Leygues* bombarded and obtained a direct hit on a vessel on slips at Pietra Ligure, a small port on the Italian coast between Savona and Imperia.

LONDON, *Admiralty communique* — Another valuable enemy convoy carrying war supplies was almost completely destroyed by Home Fleet units off the coast of Norway 12 January. The convoy of seven or eight ships, including a large tanker and two M class minesweepers, was encountered close inshore approaching Egersund harbor, south of Stavanger. The convoy was illuminated by starshells and His Majesty's ships opened fire. Preliminary reports indicate that during the short but brisk gun action which ensued three or four of the enemy ships, including the tanker and one of the minesweepers, are believed to have been sunk. Remaining ships of the convoy were severely damaged and left blazing. The enemy made use of shore searchlights and joined in the action with coastal batteries, but without effect. Later, during the daylight hours, enemy torpedo-carrying aircraft attempted to attack His Majesty's force. The attack was broken up.

BRITISH FLEET UNITS DESTROY ENEMY CONVOY

14 JANUARY

ADVANCED HEADQUARTERS ON LUZON — *Cebu:* Our motor-torpedo boats on night patrol sank two supply-laden luggers off the northeast coast. . . . *Leyte:* Naval patrols intercepted and destroyed four westbound troop-laden barges off the northeast coast, inflicting heavy casualties.

MOSCOW, *communique*—Ships of the Red Banner Baltic Fleet sank an enemy supply ship of 6,000 tons. In the Memel port area our coastal artillery sank a German transport of 4,000 tons.

15 JANUARY

U. S. Pacific Fleet Communique No. 234

Further reports from United States Fleet forces which struck at shipping and other targets along the coast of French Indochina on 11 January show our carrier based aircraft inflicted the following damage on the enemy. (This report includes damage previously reported in communique 231.)

Sunk: 41 ships, totaling about 127,000

See 5, 13 January.

tons. Damaged: 28 ships totaling about 70,000 tons.

Enemy plane damage: 15 aircraft shot down; 77 destroyed on the ground; 20 aircraft destroyed on the water; about 50 aircraft damaged on the ground.

Ground installations: A large dock at Camranh Bay was demolished. Five oil tanks at Saigon were destroyed. Oil storage facilities, warehouses and buildings on the Saigon River were destroyed.

A seaplane hangar at Cat-Lai was destroyed. Two locomotives at Quangngai were destroyed. Oil refineries in the Saigon area were damaged heavily. Fires were started in the Saigon Navy Yard.

Our forces suffered losses of 16 planes in combat.

While inflicting damage listed above, our aircraft sank a convoy of one oiler, four medium cargo ships, two destroyer escorts and four coastal cargo ships, its entirety. A second convoy was all sunk or damaged and beached. It consisted of one light cruiser, now believed to be the *Kashii* of the *Katori* class, four destroyer escorts, four oilers, seven medium and two small cargo ships and one coastal ship. A third group of ships approaching Saigon from the south was attacked. An oiler was sunk, one large cargo ship, one medium cargo ship and one small coastal cargo ship damaged. At Camranh Bay, a destroyer escort and a small cargo ship were sunk and at Cap St. Jacques three destroyer escorts, one oiler, three large cargo ships and a small cargo ship were sunk.

Attacking the Saigon area heavily, our planes sank a large oiler, a large troop transport, two medium cargo ships, a dismantled French light cruiser, the *Lamotte Picquet*, and damaged a large cargo ship, four medium cargo ships and two coastal cargo ships. Along the coast, our planes sank an additional medium cargo ship and damaged five small coastal cargo vessels.

On 13 January carrier-based aircraft of the Pacific Fleet struck at targets in Formosa and along the China coast, including Amoy, Swatow and Hong Kong. Details of these attacks are not now available.

Fires were started in the storage areas at Iwo Jima in the Volcanoes by bombs dropped by Army Liberators of the Strategic Air Force, Pacific Ocean Areas, 12 and 13 January. On the same date Marine Mitchells scored rocket hits on a small ship in Okimura Ko at Haha Jima in the Bonins.

Fighters of the 4th Marine Aircraft Wing attacked warehouses, defense positions, coastal defenses and a dry dock on Babelthuap and Urukthapel in the Palaus on 12 January. Attacks on Babelthuap were repeated the following day.

An enemy reconnaissance plane was shot down off Guam in the Marianas on 13 January.

Sixty-eight tons of bombs were dropped on installations at Truk in the Carolines by Army Liberators of the Strategic Air Force on 13 January. Escorting Lightning fighters shot down two defending enemy fighters and probably destroyed another.

Search Venturas of Fleet Air Wing 2 bombed and strafed targets on Wake Island through intense antiaircraft fire on 12 January.

Neutralizing raids were continued by the 4th Marine Aircraft Wing on enemy-held bases in the Marshalls on 12 January.

CHUNGKING, *14th AAF communique* — On 14 January P-51s sank a fuel vessel, probably sank another vessel and damaged five in a sweep over enemy shipping on the Yangtze from Anking to Kiukiang.

16 JANUARY

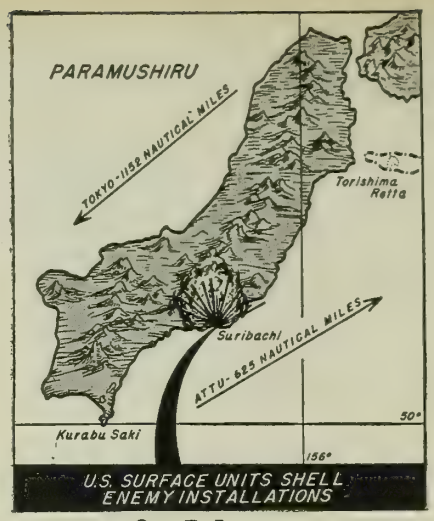
U. S. Pacific Fleet Communique No. 235

1. Carrier aircraft of the United States Pacific Fleet attacked shipping and other targets in Formosa and along the coast of China, including Canton, Swatow and Hong Kong on 14-15 January.

OUR CARRIER PLANES HIT CHINA COAST

2. Preliminary incomplete reports show the following damage inflicted on the enemy 14 January.

Sunk: Nine ships totaling about 22,000 tons, including one destroyer escort and one oiler; damaged: nine ships and nine small vessels; enemy plane damage: 16 aircraft shot down, 18 aircraft destroyed



See 7 January.

on the ground, 38 aircraft damaged on the ground; ground installations: warehouses, docks and seven locomotives were destroyed at Takao, Formosa; buildings, ammunition dumps and other installations destroyed or damaged at Pratas Reef, southeast of Hong Kong.

3. Preliminary incomplete reports show the following damage inflicted on the enemy 15 January:

Sunk or damaged: Shipping totaling about 82,000 tons, including the 17,000-ton tanker *Kamoi* seen listing, and two oilers seen burning; enemy plane damage: seven aircraft shot down, one aircraft destroyed on the ground, seven aircraft damaged on the ground; ground installations: the Royal Navy and Takoo docks, harbor facilities and fuel storage areas at Hong Kong, and Canton heavily damaged.

4. Little air opposition was encountered by our aircraft over any targets. Over Hong Kong and Canton there was none.

5. A Japanese reconnaissance plane was shot down by our aircraft off Tinian in the Marianas 14 January.

6. Neutralizing raids on enemy-held bases in the Marshalls were continued by planes of the 4th Marine Aircraft Wing 14-15 January.

17 JANUARY

ADVANCED HEADQUARTERS ON LUZON — Our carrier planes in strafing sweeps damaged four enemy freighters north of Lingayen Gulf. Light naval patrol units sank four enemy barges near Vigan. . . . *Borneo:* Night air patrols bombed docks at Brunei Bay and sank a 1,000-ton vessel to the southwest. . . . *Celebes:* Fighter-bombers attacking shipping in the Kendari area destroyed or damaged an oil barge and 13 coastal vessels.

KANDY, Ceylon, *15th Indian Corps communique* — Naval craft on patrol sank three enemy armed vessels.

CHUNGKING, *14th AAF communique* — P-51s on Monday in a sweep of Yangtze River shipping from Wuhu to Kikiang, destroyed two vessels and probably destroyed two others and damaged four.

18 JANUARY

Navy Department Communique No. 568

PACIFIC AND FAR EAST

United States submarines have reported the sinking of 24 enemy vessels, including four combat vessels — a destroyer and three escort craft — as a result of operations against the enemy in these waters.

U. S. SUBS SINK 24 JAP VESSELS

The vessels sunk were: One destroyer, three escort vessels, one large cargo transport, two large tankers, one medium cargo transport, eight medium cargo vessels, two medium tankers, one medium transport, four small cargo vessels, one small tanker.

These actions have not been announced in any previous Navy communique.

U. S. Pacific Fleet Communique No. 236

1. 7th AAF Liberators and Lightning fighters, operating under the Strategic Air Force, Pacific Ocean Areas, attacked airstrip installations on Iwo Jima in the Volcanoes on 15 January.

2. Assurance has been received that no Frenchmen were lost in the sinking of the French light cruiser *Lamotte Picquet* (Communique 234).

3. Enemy facilities on Rota in the Marianas were strafed and bombed by the 4th Marine Aircraft Wing on the same date.

4. 4th Marine Aircraft with fighters attacked installations on Babelthuap in the Palaus 15 and 16 January.

5. On 16 January Marine torpedo planes and fighters struck at harbor facilities on Yap in the western Carolines.

ADVANCED HEADQUARTERS ON LUZON — Our naval units effectively bombed enemy positions and installations at Rosario. . . . *Leyte:* Motor-torpedo boats in the Camotes Sea destroyed three enemy barges and another probably. . . . *Formosa:* Night reconnaissance bombers attacked Okayama and the seaplane base at Toko, causing large fuel fires and explosions.

CHUNGKING, *14th AAF communique* — Fighter-bombers on 16 and 17 January swept the entire perimeter of Japanese-occupied China. Thousands of tons of Japanese shipping were destroyed.

19 JANUARY

U. S. Pacific Fleet Communique No. 237

1. Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed targets on Chichi Jima and Haha Jima in the Bonins, starting fires among installations on both islands, on 17 January.

2. On the same date Army Liberators also attacked the airstrip facilities on Iwo Jima in the Volcanoes.

3. Marine Mitchells of the Strategic Air Force made rocket attacks on two small convoys north of the Bonins 18 January scoring hits on a medium cargo vessel and one other vessel. The attacks were met with medium antiaircraft fire.

4. In operations over the China coast on 13, 14 and 15 January our forces lost 22 carrier-based aircraft in combat (Communiques 234 and 236).

5. On 17 January 4th Marine Aircraft Wing fighters and torpedo planes attacked targets in and around Arakabesan.

6. Installations on Yap in the western Carolines were struck by torpedo planes the same date.

KANDY, Ceylon, *15th Indian Corps communique*—Following a naval, air and artillery bombardment our troops captured a feature north of Kartha, on the Myebon Peninsula.

20 JANUARY

U. S. Pacific Fleet Communique No. 238

1. Army Liberators of the Strategic Air Force, Pacific Ocean Areas, encountered moderate antiaircraft fire while bombing airstrips on Marcus Island 15 January.

2. During a rainstorm the night of 17 January two barges carrying about 60 enemy troops landed on Peleliu Island from neighboring Japanese-held bases. Forty-nine of the attackers were killed, two taken prisoner and the remainder surrounded by our forces. Last report were no damage was caused to our installations.

3. Fighters of the 4th Marine Aircraft Wing bombed installations on Urukthapel in the Palaus and struck at buildings and small craft at Merir and Sonsorol Islands southwest of the Palaus, 17 January. On the following day Marine Corsairs sank a barge and launch and struck at a bridge at Babelthuap.

4. On 18 January Marine torpedo planes bombed enemy installations on Yap, in the western Carolines.

5. Liberators of the 11th AAF bombed Kurabu Saki at the southern end of Paramushiru Island in the Kurils 19 January. Meager antiaircraft fire was encountered.

6. Neutralizing raids on enemy-held bases in the Marshalls were continued by planes of the 4th Marine Aircraft Wing.

ADVANCED HEADQUARTERS ON LUZON — *Leyte:* Elements of our ground forces have landed in the Camotes Islands midway between Leyte and Cebu. Minor enemy air raids have been the only opposition. Our light naval patrols destroyed three enemy barges.

KANDY, Ceylon, *15th Indian Corps communique* — Four enemy assault craft engaged our motor gunboats in Damngbon Chaung, nine miles southeast of Myebon. Two enemy craft were sunk, one was probably sunk and one damaged.

Manpower

(Continued from page 16)

welfare and morale of the men of the service.

By establishing a Planning & Control division, and freeing it from day-to-day administrative problems, the Bureau was able to get the benefit of long-range planning and to assign responsibility for future operations. Authority was decentralized, and channels to the top of the Bureau organization narrowed, leaving the Chief and Assistant Chief more free to deal with basic policy and major decisions.

That these moves were sound would appear from the fact that BuPers' job was done—certainly never done perfectly — but done. The changes also resulted in greater efficiency in the use of personnel within the Bureau itself. During World War I there was an average of 4 persons in the Bureau for every 1,000 in the Navy. For the 10 years preceding 1942, the average was between 3.5 and 4. The present ratio is 1.7 persons in the Bureau to every 1,000 persons in the Navy.

Of the 5,000 people now at BuPers, male officers number 833, or about 17%. There were at one time 1,362 enlisted men, but reorganization, efficient personnel management and a welcome influx of Waves have enabled the Bureau to "free a man for sea" to the tune of almost 1,000 of them; the present number of enlisted men is down to 383, mostly specialists. Wave personnel now number 213 officers and 2,477 enlisted Waves, and there are 1,411 civilian workers in the Bureau.

Looking Ahead

Main items on BuPers' calendar these days are four: (1) further decentralization, and better organization of the Navy's field agencies, such as naval districts and service forces engaged in personnel administration; (2) improved methods for placement and promotion of officers and men; (3) all possible improvement in the job of providing welfare and morale services to the officers and men of the Navy; (4) plans for the postwar Navy and demobilization.

As far as the future transition from war to peace goes, it's impossible to tell at this time what the precise nature of the problems will be, but certain of them do appear in broad outline and are already receiving major attention. These might be listed as:

The size and composition of the personnel of the regular Navy after the war. This will of necessity depend in large measure on the strategic requirements to which national policy will commit the Navy. Alternative personnel plans have been drawn up and are kept currently revised.

The number and type of Reserve personnel to be taken into the Regular Navy. The same points as above apply here too, and a board is now convened to consider the regulations under which reserves will transfer to the regular Navy, and the problem of organization of the Naval Reserve in the postwar period. Serious attention is being given to how to attract the best type of Reserve officer and how to hold for the Navy the interest and good-will of those who return to civilian life.

The actual problem of demobilization. In this field also the Navy has prepared a series of alternative plans developed from various assumptions as to the size of the Navy to be retained and the number of men to be demobilized. Organization units have been established to discharge the legal and moral responsibilities of the Navy to its discharged personnel, and experimental demobilization centers have been established and are now in operation. As the volume demobilization of Army personnel will precede that of the Navy, BuPers hopes to learn and profit by the experience of the Army in this.

WHAT'S IN A NAME

CHARLEY NOBLE

A British merchant service captain, Charles Noble, is said to be responsible for the origin, about 1850, of this nickname for the galley smokestack. It seems that Captain Noble, discovering that the stack of his ship's galley was made of copper, ordered that it be kept bright. The ship's crew crew started referring to the stack as the "Charley Noble," and the practice spread throughout the British merchant service. It later was taken up by the British and American navies and is still in use.

LST's Charley Noble

HOW DO YOU SAY?

SMOKING LAMP

In the days before the modern cigaret lighter, when sailors couldn't carry matches for reasons of safety or scarcity, lamps from which a man could get a light were hung in the fo'c'sle and other convenient places on shipboard. Smoking aboard these ships of yesteryear was restricted to specified periods by the bosuns or deck officers who ordered "Smoking lamp lit" or "Smoking lamp out."

Today, the smoking lamp has survived only as a figure of speech. When the officer of the deck says "The smoking lamp is out" before drills, refueling or taking ammunition, that is the Navy's way of saying "knock off smoking."

WHAT'S YOUR NAVAL I.Q.?

1. With one exception all sentences by courts-martial may be determined by a majority of votes. Name the exception.

2. What U. S. naval hero said, "I have not yet begun to fight"?

3. Which were closer to Tokyo: (a) the U. S. warships which recently shelled Paramushiru in the Kurils, or (b) those which bombarded Chichi Jima in the Bonins?

4. The "prevailing westerlies" are winds which blow: (a) toward the west (b) from the west?

5. What is "laden in bulk"?

6. The drift of a ship caused by the wind is called . . . .

7. What is "bright woodwork"?

8. Shown here is the specialty mark for the rating of . . . .

9. The island of Okinawa, scene of recent U. S. naval action, is in the (a) Philippines, (b) Ryukyus, (c) Volcanoes?

10. The first U. S. naval air station was opened in 1914 on the site of an abandoned Navy Yard at . . . .

11. Give the full titles for the rates represented by these abbreviations: (a) ACOMB, (b) ACBM, (c) ACMMF.

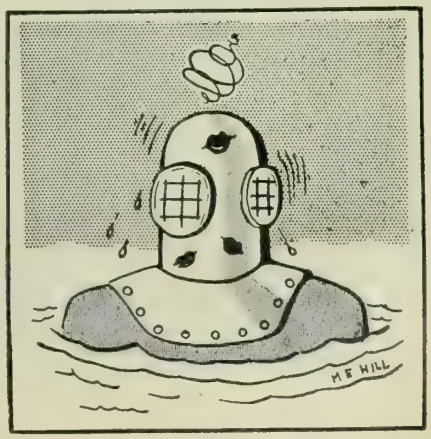
12. Upon boarding a ship of the U. S. Navy, the salute is first rendered the officer of the deck or the national ensign?

13. An enlisted man completes eight years continuous service in the U. S. Navy and receives his second Good Conduct Award. He then has gold service stripes sewed on his uniforms. Is he correct or incorrect? Why?

14. The Battle of Manila Bay occurred during the (a) Mexican War, (b) World War, (c) Spanish-American War, (d) present conflict.

15. How many of the ribbons representing campaigns and medals are colored in horizontal stripes?

(Answers on page 70)



Seadust (NTC & ABD, Gulfport, Miss.)

DECORATIONS AND CITATIONS

For reasons of security, the deed for which a man receives a decoration often cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

Medal of Honor Awarded to Commanders Of Submarine and Carrier Air Group

In ceremonies at the White House last month President Roosevelt presented the Congressional Medal of Honor to Comdr. Lawson P. Ramage, USN, Lowville, N. Y., who commanded his submarine from the bridge in a 46-minute surface duel with a heavily escorted Jap convoy, and to Comdr. David McCampbell, USN, Los Angeles, who shot down 34 Jap planes and destroyed 20 more on the ground.

In a pre-dawn attack on a Japanese convoy, Commander Ramage penetrated the convoy's screen and launched a perilous surface attack from his submarine on an enemy freighter. A series of bow and stern torpedoes sank the leading tanker and damaged a second one. Exposed by light of bursting flares and defiant of shellfire overhead, the submarine struck again, sinking a transport by two forward reloads.

Commander Ramage, in the mounting fire from the damaged tanker, calmly ordered his men below and remained on the bridge to fight it out with an enemy disorganized and confused. As the transport closed in to ram the sub, Commander Ramage swung the stern of the submarine as she crossed the bow of the onrushing ship, clearing her by less than 50 feet but placing his sub in the deadly crossfire from escorts on all sides. He sent three bow shots into the transport and then scored a killing hit as a climax to 46 minutes of violent action. The submarine and her crew retired unscathed.

Commander Ramage, first submarine skipper to receive the Medal of Honor while living, had previously won the Navy Cross and a gold star in lieu of a second Navy Cross for heroic submarine action, and was CO of the USS *Trout*, later lost, when that submarine was awarded the Presidential Unit Citation.

Commander McCampbell, Commander of Air Group 15, led his fighter planes against a force of 80 Japanese carrier-based aircraft bearing down on our fleet during the Battle of the Philippine Sea in June 1944. Striking fiercely in defense of our surface force, he personally destroyed seven planes, while the outnumbering attack force was routed and virtually annihilated.

During the Battle of the Philippines in October, Commander McCampbell, assisted by one plane, daringly attacked a formation of 60 land-based enemy aircraft. He shot down nine Japs and forced the remainder to abandon the attack before a single aircraft could reach the fleet.

Commander McCampbell previously had won the Navy Cross, the Distinguished Flying Cross and a gold star in lieu of a second Distinguished Flying Cross.

British Award Conferred On 4 U. S. Naval Officers

Four U.S. naval officers have been made Companions of the Distinguished Service Order of Great Britain for distinguished service in operations which resulted in the capture of Sicily. They are Rear Admiral Paul Hendren, USN, Chapel Hill, N.C.; Commodore Robert W. Cary, USN, San Francisco, Calif.; Capt. Lorenzo S. Sabin Jr., USN, Dallas, Tex., and Capt. Charles Wellborn Jr., USN, Los Angeles, Calif. Rear Admiral Hendren received the award from Admiral James Somerville, RN, head of the British Admiralty Delegation, at presentation ceremonies in Washington, D. C.

Squadron Leader Wins Four Medals

For heroism and extraordinary achievement as leader of a squadron of carrier-based fighter planes in operations which resulted in the destruction of more than 130 Japanese aircraft, Comdr. William A. Dean Jr., USN, Coronado, Calif., has been awarded the Navy Cross, the Distinguished Flying Cross and gold stars in lieu of second and third Distinguished Flying Crosses.

He received the Navy Cross for leading fighter attacks on enemy airfields and fleet units during the Saipan operation. On 11 June 1944 his squadron shot down 23 enemy aircraft

COMMANDER RAMAGE receives Medal of Honor from President. Officer's parents and wife witness ceremony.

Official U. S. Navy photographs

COMMANDER McCAMPBELL's Medal of Honor is pinned on by his mother as his sister and President watch.

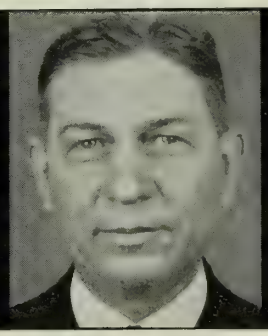
NAVY CROSS AWARDS

John E. Lee
Comdr., USN

William A. Dean Jr.
Comdr., USN

Antone R. Gallaher
Comdr., USN

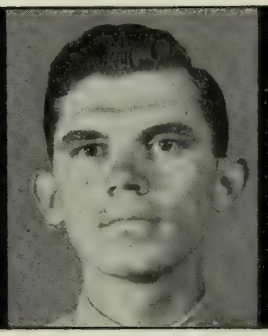
Thomas W. Hogan
Comdr., USN



Lawrence T. DuBose
Rear Admiral, USN

Eli T. Reich
Comdr., USN

Clarence G. Campbell Jr.
Lieut., USNR



Charles W. Nelson
Lieut., USNR

John H. Line
GM2c, USNR

Photographs not available of Capt. William V. O'Regan, USN, and Herman J. Teeter, S1c, USNR. See report of Line's citation in January INFORMATION BULLETIN, p. 59.

in the Marianas and he shot down four. On 20 June his squadron attacked major units of the enemy fleet and, in the face of intense antiaircraft fire and fighter opposition, he personally scored a direct bomb hit on a large enemy carrier.

For leading his squadron on a raid on Kwajalein Atoll on 4 Dec. 1943, in which he shot down one plane and his squadron shot down four and destroyed 11 more on the ground, he was awarded the Distinguished Flying Cross.

Commander Dean won his second Distinguished Flying Cross when, on 19 June 1944, he led his squadron directly into approaching formations of enemy aircraft threatening major units of our fleet in the Marianas Islands area. In air battles which lasted several hours his squadron destroyed 52 enemy planes, of which he shot down two. The enemy air attack was disrupted and a major counter blow dealt the enemy carrier-borne aircraft.

On 3 July 1944 in the Kazan Islands area his squadron destroyed 30 enemy planes on the ground. Then, having lost his altitude advantage during the attack, Commander Dean fought his way through a vastly superior number of enemy planes to join his squadron, personally shooting down three enemy fighters. For this he was awarded a gold star in lieu of a third Distinguished Flying Cross.

Seaman Cited for Taking Charge of Sinking Ship

A seaman first class who took over the command of a landing craft during the Normandy invasion, when all the officers had been wounded or thrown clear by an explosion aboard, has been awarded the Navy Cross. Herman J. Teeter, S1c, USNR, Conemaugh, Pa., himself thrown overboard by the explosion, swam back to the ship, climbed aboard, cut off the float nets and then directed the abandonment of the ship. Under his supervision members of the crew removed wounded shipmates and aided the wounded in the water until help arrived.

Gold Star in Lieu of Third
NAVY CROSS

★ Rear Admiral Laurence T. Du Bose, USN. Annapolis, Md.: While in command of a specially constituted task group charged with a difficult mission, his task group was attacked repeatedly by large numbers of Japanese aircraft. However, he fought his group so skillfully that practically all the attacking planes were destroyed. His unfaltering determination, courageous and intelligent leadership contributed materially to the accomplishment of this difficult mission.

★ Comdr. Thomas W. Hogan, USN, Groton, Conn.: As commanding officer of a submarine during a war patrol in enemy-controlled waters his actions and conduct were in keeping with the highest traditions of the Navy of the United States.

Gold Star in Lieu of Second
NAVY CROSS

★ Comdr. Antone R. Gallaher, USN, Newport, R. I.: As commanding officer of a submarine he skillfully penetrated a strong enemy escort screen to launch torpedo attacks which resulted in the sinking of enemy vessels totaling 24,000 tons. His skillful evasive tactics enabled him to avoid severe enemy counterattacks and successfully bring his ship to port.

★ Comdr. Thomas W. Hogan, USN, Groton, Conn.: While commanding a submarine during the third war patrol of that vessel he delivered aggressive submerged torpedo attacks upon two heavily escorted enemy convoys, sinking two vessels and damaging another. He also succeeded in sinking an enemy sailing vessel with gunfire.

★ Comdr. John E. Lee, USN, San Diego, Calif.: As commanding officer of a submarine he penetrated enemy air and surface escort screens to launch brilliantly planned torpedo attacks which resulted in the sinking of an enemy warship and other enemy ships. His skillful evasive tactics enabled him to avoid damage to his ship and bring her back to port.

NAVY CROSS

★ Capt. William V. O'Regan, USN, New London, Conn.: As a submarine commander in the Pacific from 14 June to 1 Aug. 1944 his capable performance of duty resulted in severe damage to the enemy. His efforts

during this period contributed materially to the successful prosecution of the war against the Japanese.

★ Comdr. Eli T. Reich, USN, Washington, D. C.: While commanding a submarine he penetrated strong enemy escort screens and succeeded in sinking enemy ships totaling over 19,000 tons. In addition, a well conducted gun attack destroyed a 100-ton enemy sampan. He skillfully evaded serious damage by depth-charging and brought his ship to port.

★ Lieut. Clarence G. Campbell Jr., USNR, Pelham Manor, N. Y. (posthumously): As pilot of a torpedo plane attached to the USS *Hornet* in the vicinity of the Marianas on 4 Aug. 1944 he pressed home a determined attack on a large enemy destroyer. When his torpedo failed to release he made a second, daring run, accurately scoring a direct hit amidships and leaving the hostile vessel in a sinking condition. Forced to land on the water as a result of the severe damage inflicted on his craft, he skillfully set his plane down on heavy seas without injury to his crewmen, before he himself succumbed.

★ Lieut. Charles W. Nelson, USNR, New Orleans, La. (posthumously): Leading a division of carrier-based torpedo bombers against the Japanese fleet west of the Marianas on 20 June 1944 he faced terrific opposition to launch an attack on an enemy carrier. He led his planes down through the clouds at high speed, holding his course through the intense fire of the carrier, a battleship and a screen of several cruisers and destroyers, and dropped his torpedo on a course straight and true to his target. Hit by antiaircraft fire, his plane went into a steep bank, burst into flames and crashed into the sea.

Gold Star in Lieu of Third
DISTINGUISHED SERVICE MEDAL

★ Lt. Gen. Holland M. Smith, USMC, Washington, D. C.: While Commanding General of Expeditionary Troops comprising all troops of the Army, Marine Corps and Navy attached to the assault and garrison forces during the capture of the southern Marianas Islands, 24 May to 14 Aug. 1944, and while in direct command of the northern troops and landing forces during the capture of Saipan, he rendered most distinguished service. His plans for the organization and supply of troops, his indoctrination and training of them and his tactical plans for landing and for combat all showed his mastery of amphibious warfare. His tactical handling and leadership of troops during tough fighting proclaim his generalship to the highest degree.

Gen. Smith

DISTINGUISHED SERVICE MEDAL

★ Read Admiral Freeland A. Daubin, USN, Washington, D. C.: As Commander Submarines, Atlantic Fleet. from March 1942 to November 1944, he was largely responsible for excellent training procedures carried out in the intensive schooling of officers and crews for many of the fleet submarines. Through his initiative and professional skill he has contributed to the splendid results of our submarine operations.

Gold Star in Lieu of Third
LEGION OF MERIT

★ Capt. Charles Wellborn Jr., USN, Washington, D. C.: As chief of staff to an amphibious group commander prior to and during the invasion of a Japanese-held island in the Pacific from December 1943 to April 1944 he was responsible for the effective organization of members of the staff during the preparatory phase of the operations. By his capable assistance in coordinating and training all units of a task force carrying out the invasion activities, he contributed essentially to the success of the assault.

Gold Star in Lieu of Second
LEGION OF MERIT

★ Capt. Ross A. Dierdorff, USN, Annapolis, Md.: As commander of a task unit and commanding officer of the USS *Elizabeth C. Stanton* during the invasion of Italy, by his training, planning and exemplary performance under fire enabled the troops and supplies of his task unit to be landed promptly. Throughout a critical period he gallantly fought his ship, accomplished his mission and withdrew his unit with minimum casualties to personnel.

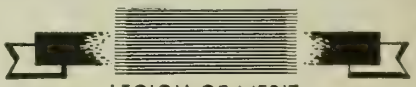
Army Colonel Decorated For Service With Fleet

Col. George S. Eckhardt, USA, Viroqua, Wisc., who served as Army officer on the staff of Commander 5th Fleet from 5 Aug. 1943 until 30 Nov. 1944, has been awarded a gold star in lieu of a second Legion of Merit. Colonel Eckhardt participated in the occupations of Gilbert, Marshall and Marianas Islands, in sea and air strikes in the Central Pacific and in the Battle of the Philippine Sea. During these operations he maintained close liaison with ground force staffs concerned and was ever at hand to advise the fleet commander in matters concerning the Army and amphibious and ground force operations.

★ Capt. Elton W. Grenfell, USN, Honolulu, Oahu, T. H.: As strategic planning officer on the staff of Commander, Submarine Force, Pacific Fleet from 12 Dec. 1942 to 17 Aug. 1944 he contributed materially to the success of our submarine operations in enemy waters which resulted in very severe damage to the enemy.

★ Capt. Ruthven E. Libby, USN, Spokane, Wash.: As commander of the screen of naval attack forces engaged in operations for the capture of Saipan and Tinian, 15 June to 2 Aug. 1944, he exercised sound judgment and skill in drawing up plans for the protection of our forces. In directing these difficult operations he prevented enemy submarines from penetrating the screen or damaging any of our vessels.

Capt. Libby



LEGION OF MERIT

★ Rear Admiral Joseph F. Farley, USCG, Alexandria, Va.: As District Coast Guard Officer of the 8th Naval District from June 1942 to December 1943 he safeguarded the many ports in this district during a particularly dangerous period of the war. He worked with untiring zeal and brilliant initiative to direct the training and equipping of port security organizations. Despite the complexity of his tasks he developed superbly trained groups which insured the security of every ship and port under his command.

Admiral Farley

★ Rear Admiral Samuel P. Ginder, USN, Tallahassee, Fla.: As commander of a task group during operations in the Marshall Islands from 29 Jan. to 22 Feb. 1944 the performance of his task group was outstanding. The support given to our landing forces contributed materially to the successful capture and occupation of Kwajalein and Eniwetok.

★ Rear Admiral Lyndon Spencer, USCG, Hamilton, N. Y.: As commanding officer of the USS *Bayfield*, the flagship of Rear Admiral Don P. Moon, USN, commander of Task Force U, he rendered every conceivable aid to his commander and the force, a great deal of which was beyond that to be normally expected. The invaluable support rendered by the *Bayfield*

was a direct result of his exceptional leadership, ability and devotion to duty.

★ Brig. Gen. David L. S. Brewster, USMC, Owings Mills, Md.: As chief of staff of the administrative command of Fleet Marine Forces, Pacific, from 9 June to 24 Aug. 1944 he rendered invaluable assistance in the operation of a new administrative command. He skillfully coordinated the numerous and varied functions of the command, relieving the combat forces of many problems during tactical operations in the Marianas Islands.

★ Commodore William H. Hamilton, USN, Arlington, Va.: As commander of a fleet air wing operating from 27 May 1943 to 1 Oct. 1944 in the Atlantic, the Bay of Biscay offensive and the English Channel offensive, his personal leadership, energy and ability were a source of inspiration to the aircrews. His untiring efforts contributed materially to the uninterrupted support of the Allied armies during the assembly in the United Kingdom and subsequent invasion of the European continent.

★ Capt. James D. Barner, USN, Chevy Chase, Md.: As commanding officer of the Naval Station, Astoria, Ore., and the CVE pre-commissioning detail from 10 Feb. to 8 July 1943 he maintained difficult and heavy schedules throughout this difficult period. He was responsible for the outfitting, commissioning and preparing of many escort carriers and handled the countless details of assembly and installations of equipment expeditiously and with thoroughness.

★ Capt. William S. Campbell, USN, New York, N.Y.: As commanding officer of the USS *Anne Arundel* prior to and during the invasion of southern France he brought his ship through prescribed routes to the proper unloading point and expeditiously carried out the vital disembarkation at the scheduled time. His able conduct of this task contributed materially to the effective establishment of the beachhead and to the overall success of the invasion.

★ Capt. Wallace M. Dillon, USN, Washington, D. C.: As commanding officer of an aircraft carrier during operations in the Western Pacific, 6 through 24 Sept. 1944, he contributed greatly toward administering several decisive and costly defeats upon the enemy. His aggressive and determined character was a source of great inspiration to his officers and men.

British Honor U. S. Naval Officer and Two CPOs

For outstanding assistance and cooperation during salvage operations in Tunisia a lieutenant and two enlisted men of the U.S. Navy have been made honorary members of the Order of the British Empire (Military). They are Lieut. Leo R. Brown, USN, San Diego, Calif.; Thomas B. Hudgins, CMM, USNR, Indianapolis, Ind., and Floyd B. Stufflebeam, CSF, USNR, Wood River, Ill.

DECORATED BY BRAZIL: Capt. George W. McKean, USCG, commanding officer of a troop transport, is awarded the Medal of Military Merit by President Getulio Vargas of Brazil. The award was made by the Brazilian Government for Captain McKean's safe transporting of Brazilian troops to the European war theater.

★ Capt. James C. Guillot, USN, Pontiac, Mich.: As commander of a landing craft flotilla during the invasion of southern France he developed a high state of combat readiness in ships and personnel under his command during the preparatory phases of the assault. As deputy commander of an assault group he assembled and dispatched the assault boat waves to the beach and contributed materially to the success of the operation and early establishment of the Allied armies.

★ Capt. John P. Heath, USN, Camden, S. C.: As Force Aviator of the Western Naval Task Force, by his skill and tireless devotion to duty he coordinated the operations of the sea and air forces prior to and during the invasion of Normandy.

★ Col. Kenneth A. Inman, USMC, Pulaski, N. Y.: As commanding officer of a service group attached to the 1st Marine Amphibious Corps during operations at Bouganville from 15 Nov. to 15 Dec. 1943 he performed his duties with sound judgment and outstanding skill. His untiring enthusiasm and devotion to duty contributed materially to the success of our forces in this vital war area.

★ Capt. Robert W. Morse, USN, Coronado, Calif.: As Aviation Officer on the staff of Commander, 5th Fleet, from 6 Aug. 1943 to 15 Dec. 1944, he participated in the invasions of the Gilbert, Marshall and Marianas Islands and the Battle of the Philippine Sea. He planned meticulously for these operations and was ever at hand to advise the Commander, 5th Fleet, in aviation matters. His industry, ability and understanding of the tactical employment of aircraft contributed to the success of these operations.

★ Capt. Henry A. Seiller, USN, Syracuse, N. Y. (posthumously): As planning officer and later as production officer of the Navy Yard, Philadelphia, Pa., from 8 July 1940 to 23 Sept. 1944 he excercised keen foresight and superior technical knowledge in the planning and construction of battleships, cruisers, aircraft carriers, escort vessels and landing craft, and in the conversion and overhaul of various types of combatant ships. By his tireless efforts, forceful leadership and inspiring devotion to duty, he was responsible in large measure for the expeditious completion of each assigned task during a vital period.

★ Capt. Russell S. Smith, USN, North Hollywood, Calif.: While serving as gunnery officer and assistant operations officer on the staff of Commander, 5th Fleet, from 5 Aug. 1943 to 8 Dec. 1944 he participated in the meticulous planning for many operations and was ever at hand to advise the commander in the use of all offensive and defensive weapons. During this period forces under the command of the 5th Fleet captured and occupied positions in the Gilbert, Marshall and Marianas Islands; secured control of the sea and air in the Central Pacific, and successfully met and defeated enemy fleet units in the Battle of the Philippine Sea.

★ Capt. John P. W. Vest, USN, Stevensville, Md.: As commander of a task group in the Atlantic Fleet from November 1943 to November 1944 he was a forceful and inspiring leader. Dauntless in performance of duty, he directed the operations of his command with vigor and determination, making it possible for his fighting forces to sink a notable number of German submarines.

★ Comdr. (then Lt. Comdr.) Charles W. Brewer, USN, Tulsa, Okla. (missing in action): As commanding officer of an aircraft squadron in the Atlantic area from March to December 1943 he displayed superb airmanship and indomitable fighting spirit. He skillfully directed his squadron in repeated attacks against the enemy, which resulted in the destruction of several German submarines.

★ Comdr. (then Lt. Comdr.) Briscoe Chipman, USN, Coral Gables, Fla.: During the amphibious assault on Italy he commanded the beach identification group of a major task force, placing guide boats with unerring accuracy in positions to mark the proper approaches to the shore. By his inspiring leadership and sound judgment he contributed in large measure to the success of the landing forces.

(See page 61)

★ Comdr. Edward H. Eckelmeyer Jr., USN, Philadelphia, Pa.: While serving as commanding officer of the USS *Biscayne* during the invasion of Salerno he directed the operations of his ship, the flagship of a major task force, with distinctive skill and courage. His vessel also gave close-in gunfire support and antiaircraft defense for landing craft. As a result of his untiring energy and bravery, the *Biscayne* functioned at all times in a highly satisfactory and efficient manner despite frequent attacks by enemy aircraft and heavy fire from hostile guns.

★ Comdr. William A. Fly, USN, Summit, Miss.; Comdr. Roland B. Vanasse, USN, Anthony, R. I.; Comdr. John H. Willis, USN, Richmond Va.; and Lt. Comdr. Harold T. Cameron, USNR, Staten Island, N. Y.: As commanding officers of vessels taking part in the invasion of southern France they organized and trained their ships and boat groups to load, transport and land the embarked Army assault units on the invasion beaches. By skillful seamanship and aggressive coordination they expeditiously carried out the vital disembarkation and landing of assault elements at the scheduled time.

★ Comdr. John S. Mosher, USNR, Princeton, N. J.: While serving with the 7th Amphibious Force he obtained vital hydrographic data on the New Guinea area and prepared accurate maps and charts. He obtained the required information concerning enemy Japanese installations skillfully from aerial photographs. His keen foresight enabled the planning section to provide for all contingencies.

★ Comdr. William B. Perkins, USN, Bon Air, Va.: As commanding officer of a submarine during a war patrol he withstood the constant danger of aerial bombing to accomplish his assigned mission in a most efficient manner. His skillful evasive tactics in avoiding detection by enemy antisubmarine measures enabled him to bring his ship safely to port.

★ Lieut. George S. Smith, USNR, Salisbury, Md.: As second pilot of a Navy patrol plane in action against an enemy submarine in the Atlantic he rendered gallant service during the aggressive depth-charge attack. He contributed materially to the severe damaging and probable sinking of the hostile vessel.

★ Aldo F. Avidano, CPhM, USNR, San Francisco, Calif.: While attached to the USS *Seer* on the occasion of the sinking of the USS *Skill* off the Gulf of Salerno he worked tirelessly and with unwavering determination to care for the wounded. He skillfully treated major fractures and severe cuts and burns and administered effective first aid for shock. By his prompt action, expert professional ability and unselfish efforts on behalf of his shipmates, he contributed in large measure to the probable saving of many lives.

Avidano, CPhM

Gold Star in Lieu of Third
SILVER STAR MEDAL

★ Comdr. Norvell G. Ward, USN, Roanoke, Va.: As executive officer, navigator and assistant approach officer of a submarine on 10 Dec. 1941 when his ship suffered severe damage from enemy bombs and resultant fire during the destruction of Cavite Navy Yard by superior enemy forces, his zeal, inspiring leadership and untiring efforts assisted his commanding officer in extinguishing a raging fire; and for five days under daily air attack, assisted in repairing and getting his ship ready for sea. Later, his outstanding skill as assistant approach officer, his gallant leadership and successful navigation in strange and confined waters, contributed directly to the sinking of more than 53,000 tons of enemy shipping and the damaging of more than 10,000 tons of other enemy shipping.

Gold Star in Lieu of Second
SILVER STAR MEDAL

★ Lt. Comdr. Herbert I. Mandel, USN, New London, Conn.: As assistant approach officer in a submarine, his excellent judgment and thorough knowledge of attack problems assisted his commanding officer materially in conducting successful torpedo attacks against heavily escorted enemy shipping and combatant units which resulted in the sinking of 17,000 tons of enemy shipping. His efficiency and coolness contributed much to the success of his ship in evading severe enemy counter measures.

★ Lieut. William L. Smith, USNR, New London, Conn.: In his performance of duty in a submarine during a war patrol his conduct throughout was an inspiration to officers and men.

SILVER STAR MEDAL

★ Capt. Miles H. Imlay, USCG, New London, Conn.: As deputy commander of an assault group in the invasion of Normandy, undaunted by heavy enemy fire he took station close to shore and coolly and promptly made spot decisions on reorganization, grouping and dispatching of craft to the beach. Subsequently placed in charge of operations afloat as assistant to the naval officer in charge of one of the beaches, he discharged his duties with distinctive professional ability. His brilliant leadership, broad knowledge of tactical warfare and gallant devotion to duty were essential factors in the success of our invasion operations.

★ Lt. Comdr. Laurence B. Green, USN, New York, N. Y.: On the night of 29 April 1944, as officer in tactical command of a patrol of two motor torpedo boats, he carried out an attack on four enemy barges in Nightingale Bay near Wewak, New Guinea. Although painfully wounded in the head, he pressed home in the face of enemy fire an attack which sank all four barges, killing numerous enemy personnel and destroying all the equipment with which the barges were loaded.

★ Lt. Comdr (then Lieut.) Daniel E. Henry, USN, Lincoln Park, Pa.: As executive officer of a warship torpedoed in a night engagement off Vella Lavella 6 Oct. 1943, he quickly evaluated extent of damage despite devastating wreckage and failure of the communication and light system. Exercising great skill, thorough knowledge of the ship and ingenious resourcefulness, he worked tirelessly in the darkness, supervising salvage operations, control of damage and evacuation of the wounded; and contributing materially to returning the vessel safe to port.

★ Lt. Comdr. William A. Overton, USNR, Baltimore, Md.: In the performance of his duties in a submarine during a war patrol, his conduct throughout was an inspiration to officers and men.

★ Lt. Comdr. Alvin H. Tutt, USN, De Queen, Ark.: His presence of mind and disregard for his own safety in remaining aboard the sinking *LST 314* on 6 June 1944, to lash together all floatable gear, was responsible for saving the lives of many officers and men. While in the water with the survivors, his indomitable spirit, encouragement and example were instrumental in preserving the will to stay afloat until arrival of rescue vessel.

★ Lieut. Paul M. Henderson, USNR, Lakeland, Fla. (missing in action): While piloting a carrier-based plane over Iwo Jima on 15 June 1944, Lieut. Henderson was attacked by an overwhelming number of Japanese aircraft. Engaging them in fierce combat and, fighting persistently and with outstanding skill, he blasted four from the sky.

★ Lieut. William H. McCorkle, (ChC), USNR, Kingsport, Tenn.: Attached to a Marine defense battalion on Bougainville 1 Nov. 1943, he voluntarily went to the assistance of a corpsman who was administering medical aid to a wounded marine. When the corpsman was killed, although sustaining a wound himself, Lieut. McCorkle evacuated the injured marine to safety and returned immediately to the front lines.

★ Lieut. Arthur W. Newlon, USN, Baltimore, Md.: As gunnery officer of a vessel during a war patrol in enemy-controlled waters, his conduct throughout was an inspiration to officers and men.

★ Lieut. Robert G. Osborne, USNR, Knoxville, Tenn.: As naval gunfire liaison officer in the invasion of Sicily 10-11 July 1943, Lieut. Osborne completely disregarded his own safety, advancing with the invasion forces in the face of intense enemy opposition, and, by his expert skill, sound judgment and splendid initiative, provided information vital to the effectiveness of the supporting gunfire. He thereby contributed materially to the success of this hazardous mission.

★ Lieut. William L. Smith, USNR, New

London, Conn.: His performance of duty against the enemy at his battle station in a submarine during three successful war patrols resulted in the sinking of an important amount of enemy shipping.

★ Lt. (jg) William J. Godfrey, Jr., USNR, Manitowoc, Wisc.: As diving officer of a submarine, his high degree of skill and precise control of depth materially assisted in delivering aggressive and successful torpedo attacks which resulted in the sinking of more than 22,000 tons and the damaging of more than 20,000 other tons of enemy shipping. His high degree of efficiency and coolness in emergencies contributed much to his ship's successful evasion of enemy counterattacks.

Lt. Godfrey

★ John E. Ball, CBM, USN, Valdosta, Ga.: As a member of a special reconnaissance party, Ball showed utter disregard of personal safety. His fearless performance of duty was in keeping with the highest traditions of the naval service.

★ Charles M. Bragan, CEM, USN, Houlton, Me.: During a submarine war patrol, his careful training of the electrical force was of greatest benefit in maintaining the electrical plant at highest efficiency. His skillful operation of the controllers was instrumental in enabling his vessel to avoid being rammed by an enemy vessel. He contributed distinctly to the success of a commendable patrol under adverse weather conditions and against strong air and surface craft.

★ Leslie J. Lindhe, CPhM, USN, Highland, N. Y.: As a member of the crew in a submarine, his professional ability, exceptional skill and tireless devotion to duty were of utmost assistance to the success of his vessel's patrol during which the ship sank more than 17,000 tons of enemy shipping. His cool efficiency and leadership contributed much to the success of the ship in evading severe enemy countermeasures.

★ Frank D. Richmond Jr., CSM, USN, Houston, Tex.: During three war patrols of a submarine, Richmond's services on the bridge were invaluable in the successful prosecution of night attacks which sank or damaged a large tonnage of enemy shipping.

★ Van L. Sadler, CPhM, USN, San Rafael, Calif.: While out on patrol with a Marine company on Guadalcanal 8 Nov. 1942, he rushed to the aid of a wounded man and successfully evacuated him to a nearby foxhole where he administered medical treatment. His courageous action contributed to the saving of a life.

Vrba, CEM

★ William P. Vrba, CEM, USN, Kirkland, Ill.: As chief electrician's mate in charge of the electrical department of a submarine during an aggressive and highly successful war patrol, his conduct throughout was in keeping with the highest traditions of the naval service.

★ Harold F. Whitehead, CBM, USN, Wilbur, Ore.: As coxswain of a tank lighter in the amphibious assault at Salerno he unhesitatingly assumed the responsible duties when the boat officer of his craft was seriously wounded. He skillfully piloted the boat to the assigned landing point, effecting successful, expeditious unloading of vital cargo. Later, he volunteered to serve as coxswain of a tank landing craft which had lost many of its crew.

★ Eugene R. Bambrick, SF1c USNR, Syracuse, N. Y.: When troops were preparing to disembark from his ship, *LST 336*, during the invasion of Italy, Bambrick observed a small unexploded bomb lying in front of the ramp and, with utter disregard for his own safety, picked up the dangerous missile and threw it into the sea. Later, subjected to intense enemy machine-gun fire, he again risked his life in a valiant attempt to light smoke pots on the beach to screen ships and unloading operations.

★ Rommy B. Boyle, WT1c, USN, Springfield, Ill.: While serving aboard the USS *Duncan* off Savo Island on the night of 11 Oct. 1942 he made persistent attempts to prevent the spread of fires around a fire room. With utter disregard for his own safety he succeeded in clearing flames away from the escape hatch of an engine room long enough to permit its crew to effect a safe exit.

★ James C. Bridges, BM1c, USN, Maynardville, Tenn.: As coxswain of a landing boat during the amphibious assault at Salerno, Bridges, on his second trip to the beach with troops, found that a large number of boats and amphibious trucks were being held off by extremely heavy artillery fire. Realizing the consequences of delay, he fearlessly directed his boat through the barrage, inspiring the waiting craft to follow and reestablish an essential flow of traffic.

★ Edmund M. F. Buffington, Jr., MM1c, USNR, Shiremanstown, Pa.: As a member of a naval combat demolition unit assigned to clear enemy obstacles from the beach in the Normandy invasion, Buffington was in large part responsible for success of the crew in blowing a 50-yard gap through the seaward band of obstacles. When the man assigned to carry the equipment was unable to fulfill his duties, Buffington himself took it.

★ John L. Farris, MoMM1c, USNR, Gastonia, N. C.: As a member of the 1st Beach Battalion during landing operations south of Salerno 15 Sept. 1943, he voluntarily assisted British forces in relieving the congestion of vehicles which were stalled because of inadequate exits, although the area was constantly subjected to a devastating barrage. When an Army bulldozer arrived, Farris steadfastly remained to assist in fastening towcables although many of the machines received direct hits while leaving the landing craft.

Farris, MoMM1c

★ Charles W. Giger, BM1c, USN, Pittsfield, Ill.: As coxswain of the guide boat leading an assault wave to the beach at Salerno 9-10 Sept. 1943, he piloted the boats to a successful, expeditious landing despite intense enemy fire and the attack of a viciously strafing plane. His skillful direction of machine-gun fire scored numerous hits on enemy aircraft.

★ Chester T. Hall, GM1c, USNR, Burbank, Calif.: As a member of a naval combat demolition unit which participated in the Normandy invasion, he successfully completed his mission in the face of heavy gunfire and then directed incoming craft to the beach, exposing himself on numerous occasions.

★ Edward J. Jackson, BM1c, USN, Duryea, Pa.: As coxswain of a landing boat in the amphibious assault at Sicily he skillfully landed his damaged boat on the assigned beach in the first assault wave and, despite heavy fire, carried out an important hydrographic survey, obtaining information vital to efficiency of subsequent landings.

★ William T. Marshall, CM1c, USNR, Port Penn, Del.: As a member of the 1st Beach Battalion during the am-

(See page 63)

U. S. Navy Captain Given High Peruvian Decoration

For his service as chief of staff and aide to the commandant of the 15th Naval District, Balboa, C. Z., Capt. Damon E. Cummings, USN, Park Ridge, Ill., has been awarded the Orden Militar de Ayacucho, one of Peru's highest decorations. Captain Cummings, who also holds the Military Order of Avis from Portugal and the Medal of Distinction from Nicaragua, is now commanding officer of the V-12 unit at Dartmouth College and Medical School, Hanover, N. H.

phibious invasion south of Salerno 15 Sept. 1943, Marshall volunteered to man a vital position on the beach and signal our landing craft to successful disembarkation. Through a direct line of hostile artillery fire, he went to his post and remained steadfast until all landing craft were properly beached.

★ Ira L. Miller, Jr., BM1c, USN, Freeman, W. Va.: As coxswain of a landing boat in the amphibious assault on Sicily he displayed alert presence of mind, when his boat was riddled by machine-gun fire and shrapnel, by plugging the holes with pegs and life preservers. Later, attacked from the air, he and his crew persisted in efforts to refloat the sunken craft until blown overboard by the concussion of a nearby bomb explosion. Miller returned to the boat and, finding it beyond repair, disregarded his own safety to salvage all guns and equipment possible.

★ Henry E. Burris, GM2c, USNR, Louisville, Ky.: During the invasion of Southern France, Burris served aboard the *LCT 452*, which was damaged by shore batteries when it finally beached after six unsuccessful attempts. Fires were started in an ammunition stowage and Burris entered the flaming locker, effectively fought the fires and disposed of four cases of machine-gun ammunition, thereby eliminating a source of serious damage to his craft and probable casualties to the crew.

★ Ralph Hall, BM2c, USNR, Glendale, Ariz.: As a volunteer member of a special reconnaissance party on a dangerous and vital mission, Hall utterly disregarded his own personal safety.

★ William J. Hanstein, BM2c, USNR, Philadelphia, Pa.: As coxswain of a support boat during the amphibious assault at Salerno he maneuvered his boat skillfully and with aggressive determination to direct an accurate rocket barrage against hostile installations and rendered invaluable assistance to the scout officer aboard his craft in locating proper landing beaches and guiding assault waves.

★ William V. Hoppins, QM2c, USNR, Jeffersonville, Ind.: When his vessel —*LCI (L) 220*—grounded on an uncharted sand bar during the amphibious assault on Sicily he volunteered to swim through the surf with life lines and anchors, thereby contributing materially to the successful landing of troops.

★ Everett B. Tryce, BM2c, USNR, Greenwood, Del.: As coxswain of a landing boat during the amphibious assault at Salerno he skillfully maneuvered his craft into position when it was strafed by a hostile plane while retracting from the beach during initial landing operations, and thereby enabled his gunner to deliver a direct hit and destroy the enemy aircraft.

★ Franket A. Young, EM2c, USNR, Philadelphia, Pa.: During the invasion of southern France, he served aboard the *LCT 452* which was damaged by shore batteries when it finally beached after six unsuccessful attempts. Fires were started in an ammunition stowage and Young entered the flaming locker, effectively fought the fires and disposed of four cases of machine-gun ammunition, thereby eliminating a source of serious damage to his craft and probable casualties to the crew.

★ Elmer R. Bernson, MoMM3c, USN, Denver, Colo.: As throttleman on an LCT in the invasion of Normandy, he was severely wounded by fragments of a 57 mm. shell, but continued to operate the throttles while the craft was being beached and retracted and, with the aid of the helmsman, headed her seaward before he finally collapsed at his post from loss of blood.

★ Emmet L. Carpenter, CM3c, USNR, Austin, Tex.: As a volunteer member of a special reconnaissance party on a dangerous and vital mission, he utterly disregarded his own personal safety.

★ Alphonse L. DeMarco, Cox., USNR, Providence, R. I.: When a premature explosion burst the barrel of a 20 mm. gun aboard his ship during the Italian invasion and caused serious fires to break out near the ready ammunition, DeMarco observed the imminent danger from his station at an adjoining gun, and promptly smothered the flames with a blanket before they could reach the exposed shells.

★ Hansen E. Farmer, Cox., USNR, Nashville, Tenn.: As helmsman of an LCT in the invasion of Normandy he was wounded by fragments of a 57 mm. shell but maintained his post at the helm all the while the craft was being beached, retracted and headed seaward again.

★ Warren Hunter, Cox., USNR, Beaverdale, Pa.: Although his LST was subjected twice to heavy enemy shellfire and bombing attacks while beaching in the Gulf of Salerno to discharge vital cargo during the invasion of Italy, Hunter steadfastly maintained an exposed position at the elevator controls and skillfully assisted in the unloading of supplies.

★ Edward L. Studstill, GM3c, USN, Ft. Myers, Fla.: During a submarine patrol in enemy-controlled waters he detected two separate convoys at extreme range with the result that five enemy ships totalling many thousands of tons were sunk.

★ Jack C. Wilson, Cox., USNR, Jacksonville, Fla.: As coxswain of a landing boat in the Sicilian invasion he went to the aid of a wounded comrade, administered first aid and directed his removal to a place protected from hostile fire. Performing his essential duties with outstanding skill throughout subsequent landing operations, Wilson later returned the helpless shipmate to his vessel.

★ Addie Zglobis, Cox., USNR, Taftville, Conn.: During the invasion of Italy he was coxswain of a landing boat loaded with ammunition, which was hit and set afire by enemy shells. Zglobis promptly initiated fire-fighting measures and fought the fire without regard for his own safety until concussion of another shell blew him overboard.

★ Earl M. Berthiaume, S1c, USNR, Marlboro, Mass.: During an enemy air attack on a U. S. cruiser in which he was serving in Naples harbor 23 Oct. 1943, the magazine of the anti-aircraft gun he was loading caught fire and he unhesitatingly disengaged the flaming magazine from the gun and threw it over the side despite severely burned hands. His action undoubtedly forestalled an explosion, directly contributing to the prevention of serious injury and loss of life to other members of the gun crew.

★ Leo C. LaChambre, S1c, USNR, Spencer, Mass.: As gunner of a landing boat at Salerno in September 1943, LaChambre manned his post throughout a vicious strafing attack by an enemy plane while his boat was retracting during the initial assault and destroyed the aircraft.

★ S. J. Dellapiano, S2c, USNR, Derby, Conn.: As a member of a naval combat demolition unit during the invasion of Normandy he had been given the job of carrying four packs of high explosive from the boat to where the unit was working on obstacles. As the unit beached, he was struck in the right elbow and his arm broken. Yet he carried three packs to the obstacles, made a second trip with three more, and then apologized to his superior officer for not being able to carry four packs because of his wounds.

DISTINGUISHED FLYING CROSS

★ Comdr. Clifford M. Campbell, USN, Colville, Wash.: As pilot of a Catalina patrol plane in the Southwest Pacific area from 15 Sept. to 20 Oct. 1943 he carried out five hazardous night assignments behind enemy lines to provision and equip personnel operating in strategic areas. On the night of 20 October, despite difficult flying conditions and enemy opposition, he skillfully located and reached his objective to complete a vital mission.

★ Comdr. Richard O. Greene, USN, Bremerton, Wash.: As commander of a fleet air photographic group during missions in the Caroline and Marianas Islands on 30 April and 27 May 1944, he made repeated runs over the area, obtaining excellent photographs of heavily fortified enemy positions.

Comdr. Greene

★ Lieut. Jack D. Cruze, USN, Los Angeles, Calif.: While piloting a patrol plane in the Southwest Pacific area from 4 to 15 Oct. 1943 he engaged in frequent bombing and harassing raids on hostile shipping and shore installations. He sank three Japanese barges, severely damaged warehouses, docks and two other barges and probably inflicted damage on five cargo ships. On the night of 4 October, when his plane caught fire in mid-air, he skillfully maneuvered the burning craft for a safe landing in heavy seas. After extinguishing the flames he effected a difficult take-off and returned to base without injury to the crew.

★ Lieut. John W. Hetherington, USNR, Plainfield, N. J.: On the night of 15-16 March 1944, as commander

of a Catalina airplane he located a strongly escorted convoy. In spite of heavy antiaircraft fire which shot out one engine and severely damaged his airplane, he caused severe damage to the largest ship of the convoy. In addition, from 15 Feb. to 30 March 1944 he flew numerous missions under hazardous conditions to inflict damage on barges, ships and shore installations.

★ Lieut. Ancil C. Hudson, USNR, Green Cove Springs, Fla. (missing in action): As flight leader of a carrier-based fighter escort during a strike on an enemy convoy in the vicinity of of the Bonins on 4 Aug. 1944 he boldly led superbly coordinated strafing attacks. During a furious low-level attack which sank a hostile destroyer his plane was hit by a burst from an enemy shell and crashed into the sea.

★ Lieut. William C. Moseley, USNR, New Orleans, La. (missing in action): As pilot of a carrier-based fighter plane in action against enemy forces over Guam in June 1944, he encountered a numerically superior force of Japanese fighters. Launching a vigorous attack, he succeeded in blasting an enemy fighter from the sky. On 19 June, despite a seriously damaged plane, he personally shot down two hostile craft and probably a third. During a long-range strike against the Japanese fleet he flew in boldly to press home an accurate, damaging attack on the hostile convoy.

★ Lieut. Lavern M. Nelsen, USNR, Ellwood City, Pa.: As pilot of a patrol plane in the vicinity of New Britain on 23 Oct. 1943 he pressed home accurate attacks on a Japanese destroyer, probably sinking it. His attack was made in the face of relentless antiaircraft fire from shore batteries and three enemy vessels.

★ Lt. (jg) Roy A. Bechtol, USNR, Lubbock, Tex. (posthumously): As pilot of a fighter plane in the Marianas and Bonin Islands areas from 11 to 20 June 1944 during two air battles with large forces of Japanese aircraft, he relentlessly engaged the enemy and succeeded in shooting down three hostile fighters. During the Battle of the Philippine Sea he scored a direct hit on an enemy aircraft carrier.

★ Lt. (jg) Robert L. Carlson, USNR, Minneapolis, Minn. (missing in action): Courageous and determined in the face of antiaircraft fire which severely damaged his fighter plane during a three-plane glide-bombing attack on a Japanese aircraft carrier in the Battle of the Philippine Sea, he pressed home a bold run on his target. He contributed essentially to the success of the attack in which three hits were scored on an important Jap vessel.

★ Lt. (jg) M. M. Tomme Jr., USNR, Troup, Tex. (posthumously): As pilot of a carrier-based fighter plane in the vicinity of the Bonin and Marianas Islands in June 1944 he pressed home bold attacks against hostile shipping and shore installations. In an attack on Iwo Jima on 15 June, he shot down one intercepting fighter and, four days later, shot down two hostile planes that were part of a large striking force.

NAVY AND MARINE CORPS MEDAL

★ Lieut. William J. Cole, USN, Liberty Center, Ind.: When a serious explosion occurred 7 Oct. 1943 aboard a cruiser to which he was attached, he rushed to within a few feet of the explosion area to set depth charges on safe before going below, where, braving intense heat and noxious gasoline fumes, he assisted in the rescue of three men from burning compartments. After the fire was extinguished, he returned to the distorted racks containing the depth charges, skillfully disarmed them and threw them over the side.

★ Lieut. Crowell C. Hall III, USNR, New Haven, Conn.: When two MTBs under his tactical command on patrol off New Britain were inadvertently attacked and sunk by friendly planes, he displayed commendable presence of mind in attempting to contact the attacking planes by radio, ordering emergency recognition flares to be fired, preventing the men from firing on the planes, keeping the men together in the water and in supervising care of the wounded. He was himself severely wounded.

★ Lieut. Lester P. Isenberg, USNR, Woodmont, Conn.: When the SS *Banvard*, to which he was attached, was severely damaged and the order to abandon ship given during the advanced landings at Anzio 26 January 1944, he voluntarily remained aboard and assisted in fighting fires and restoring light and power. He thereby contributed materially to saving this valuable cargo ship.

★ Lieut. Arthur W. Newlon, USN, Baltimore, Md.: During a war patrol in a submarine in enemy-controlled waters, he performed a voluntary act of heroism in the face of considerable danger to himself.

★ Lieut. Norman H. Watson, USNR, Peabody, Mass. (posthumously): When a fighter plane crashed into a fully armed and fueled PB4Y at the NAB on Eniwetok Atoll 19 Aug. 1944, he quickly organized and directed his men in fighting and controlling the fires which enveloped three PBYs and threatened other aircraft. In close proximity to exploding bombs, gas tanks and detonating .50 caliber ammunition, he led his men on this hazardous task until killed by an exploding bomb. His sacrifice was an inspiration to his men to continue their efforts until the fire was extinguished and many aircraft saved.

Lieut. Watson

★ Lt. (jg) John L. Paladino, (MC) USNR, Brooklyn, N. Y.: Although wounded and suffering from shock and prolonged exposure, when the ship to which he was attached, *LST 314*, was sunk 9 June 1944, Lt. Paladino promptly organized first aid parties aboard the rescue vessel and, working tirelessly and with expert professional skill for eight hours, attended the survivors until satisfied that all possible medical aid had been rendered.

★ Melvin J. Duran, CQM, USNR, New Orleans, La.: When the USS *Swerve*, to which he was attached, sank off Anzio on 9 July 1944, Duran assisted other members of the crew to abandon ship, remaining on board until he had exhausted all possibility of helping injured and trapped men. When he finally left the ship, he swam to a group of survivors and helped support and care for those who were in danger of drowning until all were rescued.

★ Wilfred H. Emery Jr., CEM, USN, Toledo, Ohio; Aubrey D. Whitten, QM2c, USNR, Memphis, Tenn.; Chester S. Caffey, Cox., USNR, Yardley, Pa., and John W. Downer, Cox., USNR, Columbus, Ohio: After an explosion aboard the USS *Tide* on 7 June 1944 they remained aboard and assisted the executive officer until all personnel had been evacuated, although they had been wounded themselves. They effected the rescue of personnel from above and below decks in the face of fire and imminent explosions, remaining at their posts even though the main deck was under water and the ship rapidly sinking.

★ Nathan R. Fazio, CY, USNR, Buffalo, N. Y.: Following a delayed-action mine explosion in the post office in Naples, Italy, 7 Oct. 1943, Fazio, although aware of further imminent detonations, went to the assistance of trapped and injured personnel until all had been removed.

★ John G. Mackay, ACMM, USN, Duluth, Minn.: When the landing ship on which he was traveling as a passenger was struck and set afire by a Japanese aerial bomb, Mackay fought the blaze and rendered invaluable assistance in caring for the wounded and removing those who had been killed.

Mackay, ACMM

★ Paul J. Mulvehill, CPhM, USN, Johnstown, Pa.; Arch Fulton, EM1c, USNR, South Euclid, Ohio; Howard J.

(See page 65)

Kirby, RT1c, USNR, Burlington, Vt.; Frank G. Haffey Jr., MoMM2c, USNR, Blythe, Calif.; Roger McHenry, MoMM2c, USNR, Springfield, Ohio; James E. Seymour, GM2c, USNR, Phenix City, Ala.; Paul R. Steward, MoMM2c, USNR, West Chester Pa.; Frederick H. Brandt, MoMM3c, USNR, Detroit, Mich.; Joseph Jasionowicz, S1c, USN, Wallington, N. J.; Wallace R. Perry, S1c, USNR, Raleigh, N. C., and John C. Santoro, S1c, USNR, Providence, R. I.: While serving as members of the fire and rescue party attached to the USS *Biscayne* during the invasion of Italy, they daringly boarded the blazing SS *Lyninge* which was loaded with gasoline and land mines. In spite of imminent danger of explosions they courageously fought the flames until all fires were under control.

★ Lester L. Petermann, CPhM, USN, Johnson City, Tex.: When *LST 499*, converted into a hospital ship and loaded with casualties, was struck off a Normandy assault beach 8 June 1944, Petermann, although seriously wounded, supervised safe removal of all casualties from the tank deck, assisted in searching the sinking ship for casualties among her personnel and, aboard the rescue vessel, helped attend the wounded survivors until ordered to retire because of exhaustion.

★ Forster C. Tycer, CMM, USN, Angola, La.: When *LST 921* was torpedoed by an enemy submarine, Tycer directed and assisted wounded men aboard life rafts and effected removal of these rafts from the vicinity of the sinking ship.

★ Donald C. Carr, GM1c, USNR, Madison, Tenn.: As a member of a naval combat demolition unit landing on D day, Carr performed all the duties assigned to him until high tide made further work impossible. But, rather than seek cover, Carr took a first aid kit from the body of a deceased man and remained on the beach tending casualties until low tide permitted him and his unit to resume demolition of enemy beach obstacles.

★ Edwin B. Harris, PM1c, USNR, Syracuse, N. Y.; Walter E. Kull, SF1c, USN, Savannah, Ga., and Duane W. Mortenson, SF1c, USN, Moline, Ill.: When the explosion of an ammunition ship in Algiers harbor set the HMS *Arrow* violently ablaze on 4 Aug. 1943, as members of the USS *Vulcan* fire and rescue party they made fast alongside the flaming vessel and made a desperate attempt to rescue men who were trapped below decks. Despite imminent danger of further explosions they continued their valiant efforts coolly and with unswerving perseverance over an extended period of time.

★ Lawrence A. Hupertz, MoMM1c, USNR, Cleveland, O.: Early on 22 July 1944, Hupertz, at risk of his life, jumped into the Tamar river to rescue another enlisted man who had fallen into the river and was in imminent danger of drowning.

★ Paul Kozub, MoMM1c, USNR, Perth Amboy, N. J.: As a member of a naval beach party on the Normandy coast 6 June 1944, Kozub noticed two wounded men on a landing craft

Tale Spinner (NAS, New Orleans, La.)

"Gracious! I've lost my ID card!"

foundered about 150 yards offshore With one end of a line placed about his waist and an assistant holding the other, Kozub, despite machine-gun and sniper fire that whipped up the water all around him and his assistant, reached the craft, found one man beyond aid but tied the line about the other and supported him to shore.

★ Albert J. Clapp, BM2c, USNR, Cambridge, Mass.: While his ship, *LCT 24*, was alongside unloading the merchantship, *Elihu Yale*, the latter was set afire by a bomb hit. When the LCT moved away, Clapp, a non-swimmer, noticed three men drowning about 60 yards away. He jumped into the sea, managed to reach a life raft and rescued the men.

★ Ellis C. Dougherty, SF2c, USNR, Mansfield, O.: When the USS *Partridge* was sunk off the French coast 11 June 1944, he with water up to his waist, managed to cut loose a raft and then, although wounded, aided and directed several wounded men to the raft.

★ Robert E. Ellis, PhM2c, USNR, Marceline, Mo.: After having been ordered to abandon ship, Ellis left his raft and returned to the sinking *LST 921* to tend seriously wounded still aboard.

★ Robert W. Johns, B2c, USNR, Cleveland, Ohio: When more than 40 wounded men were brought aboard his ship, *LST 351*, during the Italian invasion, although exposed to enemy gunfire and air atttack, he worked continuously for more than 20 hours, dressing wounds, administering blood plasma and generally caring for the wounded, thereby contributing in a large measure to minimizing loss of life.

★ Richard N. Montgomery, MoMM2c, USNR, Pasadena, Calif.: When more than 40 wounded men were brought aboard his ship, the *LST 351*, during the Italian invasion, although exposed to gunfire and air attack, he worked continuously for more than 20 hours, dressing wounds, administering blood plasma and generally caring for the wounded, thereby contributing in a large measure to minimizing loss of life.

★ Harry G. Wolfe, MoMM2c, USNR, Brooklyn, N. Y.: When one of the troop-laden boats of *LST 374* was carried away from the davits as it was being lowered during landing operations off Sicily 15 Aug. 1943, Wolfe unhesitatingly swam to aid soldiers who had been plunged into the sea and were trying to remove their heavy packs. Wolfe continued his tireless efforts until all the imperilled soldiers were rescued, thereby undoubtedly saving many lives.

★ Haywood L. Wood, PhM2c, USNR, Wayne City, Ill.: When a large ammunition dump was ignited at a Solomon Islands advance base, Wood volunteered to assist in moving heavy caliber ammunition, and for two hours carried on this task although his life was in danger constantly from flying fragments and detonating high explosives.

★ James S. Brewer, PhM3c, USNR, Poca, W. Va.: As a member of a naval beach battalion in the Normandy invasion he disembarked from an LCT into deep water under heavy mortar fire accompanied by an Army captain. When the captain's life belt failed and he was in grave danger of drowning, Brewer went to the officer's rescue and brought him to the beach.

★ Rex E. Copeland, GM3c, USN, Highland Park, Mich. (posthumously): Attached to the USS *Pollux* when that vessel foundered off Newfoundland 18 Feb. 1942, he volunteered to try to run a line from his stranded ship to the shore, fighting through stinging sleet, gale-like winds and treacherous, pounding surf. He inspired others to increased efforts, thereby contributing to subsequent rescue operations and the saving of many of the crew.

★ David W. Terry, Cox., USNR, Starkey, Va.: When one of the troop-laden boats of *LST 374* was carried away from the davits as it was being lowered in landing operations off Sicily 15 Aug. 1943, Terry swam to aid soldiers who had been plunged into the sea and were trying to remove their heavy packs. He continued his tireless efforts until all the imperiled soldiers were rescued, thereby undoubtedly saving many lives.

★ Marvin I. Williams, SSM(B)3c, USNR, Hazard, Ky.: When ordered to abandon ship in the Gulf of Salerno following a bombing and strafing attack during the Italian invasion he observed a wounded comrade, went to his assistance, lowered the man into the water where he subsequently was rescued and removed to a place of safety.

★ John J. Dunlap Jr., F1c, USNR, Chicago, Ill.: When the USS *Swerve*, to which he was attached, sank off Anzio 9 July 1944, Dunlap, although seriously wounded, remained aboard trying to control damage and extinguish fires. Finally, forced to abandon ship, he was rescued by a nearby craft but then jumped back into the water to carry a line from the rescue ship to a raft carrying other wounded survivors.

★ Martin B. Rodriguez, S1c, USN, Corpus Christi, Tex. (posthumously): When an explosion occurred 7 Oct., 1943, aboard a cruiser on which he was serving, fully aware of the imminence of a second detonation from escaping gasoline he entered a burning compartment filled with poisonous fumes to assist in the rescue of trapped and injured personnel. After removing two men to safety, he returned to attempt further rescue work but was overcome and asphyxiated.

★ Robert E. Luttrell, S1c, USNR, Titusville, Pa.: When more than 40 wounded were brought aboard his ship the *LST*

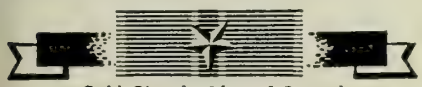
351 during the Italian invasion, Luttrell, though exposed to gunfire and air attack, worked continuously for more than 20 hours, dressing wounds, administering blood plasma and generally caring for the wounded, thereby contributing in a large measure to minimizing loss of life.

★ Thurman W. Poe, HA1c, USNR, Chattanooga, Tenn.: As a member of a naval beach battalion in the Normandy invasion 6 June 1944, Poe disembarked from an LCT into deep water under heavy mortar fire with an Army captain. When the captain's life belt failed and he was in grave danger of drowning, Poe went to the officer's rescue and brought him to the beach.

Poe, HA1c

★ John E. Simmons Jr., S1c, USNR, Elkins, W. Va.: When one of the troop-laden boats of *LST 374* was carried away from the davits as it was being lowered during landing operations off Sicily 15 Aug. 1943, Simmons swam to aid soldiers who had been plunged into the sea and were trying to remove their heavy packs Simmons continued his tireless efforts until all the imperiled soldiers were rescued.

★ Stanley Tomaszewski, S1c, USNR, Philadelphia, Pa.: When one of the troop-laden boats of *LST 374* was carried away from the davits as it was being lowered in landing operations off Sicily 15 Aug. 1943, Tomaszewski swam to aid soldiers who had been plunged into the sea and were trying to remove their heavy packs. He continued his tireless efforts until all the imperiled soldiers were rescued.



Gold Star in Lieu of Second

BRONZE STAR MEDAL

★ Capt. Frederick C. Greaves, (MC) USN, Bethesda, Md.: As medical officer of a major naval task force during the invasion of southern France he developed sound and workable casualty evacuation plans, setting up procedures by which casualties were expeditiously cleared from the assault beaches and evacuated to base hospitals. His efforts in fitting out landing craft as hospital carriers, improving medical facilities in combat loaders and scheduling the movement of hospital ships contributed materially to the effective and prompt manner in which all casualties were handled during the invasion.

BRONZE STAR MEDAL

★ Capt. William S. Campbell, USN, New York, N. Y.; Comdr. William I. Leahy, USN, Hartford, Conn., and Comdr. Roland B. Vanasse, USN, Anthony, R. I.: As commanding officers of transports during the invasion of France, they completed assault preparations while under a heavy bombing attack. However, they landed troops, vehicles and equipment on schedule under extremely hazardous conditions, thereby contributing materially to the success of this operation.

★ Capt. Harry L. Goff, (MC) USN, Pembroke, Ga.: As medical officer on the staff of an amphibious force prior to and during the invasion of France, he maintained a high level of efficiency in the evacuation and care of both Army and Navy casualties. His able planning and resourcefulness contributed in a substantial manner to the success of the operation.

★ Capt. Frederick C. Greaves, (MC), USN, Bethesda, Md.: As senior medical officer on the staff of Commander Naval Forces Northwest African Waters, prior to and during the invasion of Sicily and Italy he efficiently administered medical facilities for naval forces in the Mediterranean area throughout a period of almost continual operations against the enemy. He exercised extreme tact and cooperation in relations with Army medical authorities and in solving many joint problems encountered.

★ Capt. Thomas B. Inglis, USN, Houghton Lake, Mich.; Capt. Einar R. Johnson, USN, Rockford, Ill.; Comdr. William S. Estabrook Jr., USN, Fayetteville, N. Y.; Comdr. Reid P. Fiala, USN, South Pasadena, Calif; Comdr. Seymour D. Owens, USN, Marblehead, Mass. (posthumously), and Comdr. Walter C. Winn, USN, Little Rock, Ark.: As commanding officers of close-in-fire support ships during the invasion of Saipan, they skillfully maneuvered their ships through dangerous waters in the face of heavy enemy gunfire. They directed accurate concentrated fire against shore batteries and contributed to the success of our forces.

★ Col. James E. Kerr, USMC, Quantico, Va.: As training officer on the staff of Commander, Landing Craft and Bases, 11th Amphibious Force, he exercised extraordinary professional ability in supervising the training of personnel aboard approximately 2,450 landing ships and craft. He approached the difficult problem with optimism and determination and by force of character and meticulous attention to detail succeeded in developing a high state of training.

★ Capt. George M. Lyon, (MC) USNR, Huntington, W. Va.: As chemical warfare officer on the staff of Commander, U. S. Naval Forces in Europe, from August 1942 until September 1944, he was largely responsible for the development and understanding of the possibilities of chemical warfare. As a result of his indoctrination, naval forces were prepared to take proper precautions if they had been confronted with the use of chemical agents during the invasion of Normandy.

★ Capt. George E. Maynard, USN, Hudgins, Va.: As commander of a beach assault unit during the invasion of southern France he formulated the basic landing plan and led the assault to establish special service troops in enemy-held territory. With complete disregard for his own safety, he directed the beach organization on Ile du Levant and later the successful landing on the I. de Porpuerolles. His fearless and aggressive leadership in this action was largely responsible for the prompt securing of these important islands commanding the approach to the port of Toulon.

★ Capt. Adrian O. Rule Jr, USN, Coronado, Calif.: As deputy chief of Staff for air to Commander, Caribbean Sea Frontier, and later in the additional capacity of commander of a fleet air wing from 10 Dec. 1942 to 18 Aug. 1944, he exercised sound judgment and initiative in directing anti submarine operations of the aircraft under his command during a period of vigorous enemy activity.

★ Comdr. Harold Biesemeier, USN, Modesto, Calif: As commanding officer of an assault transport during the invasion of Normandy, he successfully and without loss debarked assault troops and despatched the assigned landing craft to the proper beaches, despite unfavorable sea conditions. In accomplishing this task, he displayed outstanding leadership, initiative and keen insight into the problems of combined operations.

★ Comdr. Marshall E. Dornin, USN, Mill Valley, Calif.: As a member of the staff of Commander Service Force Atlantic Fleet from June 1941 to July 1943 he contributed materially to the gunnery proficiency attained by ships of the Atlantic Fleet. From May 1943 until his detachment from the staff he served as force gunnery officer and aided and advised commanding and gunnery officers in the most effective and accurate utilization of their fire control equipment.

★ Comdr. (then Lt. Comdr.) William H. Hilands, USN, El Monte, Calif.: As aircraft material officer of a task force during combat operations in the Gilbert and Marshall Islands from 21 Oct. 1943 to 31 May 1944 he rendered invaluable service in the development of efficient aircraft maintenance organizations at advanced bases.

Comdr. Hilands

Mainsheet (NTC, Bainbridge, Md.)

BRONZE STAR MEDAL cont.

★ Comdr. Charlton L. Murphy Jr., USN, New London, Conn.: As commanding officer of a submarine during a war patrol his conduct was an inspiration to his officers and men and in keeping with the highest traditions of the naval service.

★ Lt. Comdr. Richard H. Bates, USNR, Los Angeles, Calif: As executive officer of the USS *Biscayne* during the invasion of southern France he organized and administered the departments of his ship to function as the amphibious flagship of a task force. In the approach to the hostile shore he expertly guided, by exceptionally accurate navigation, the movements of the assault convoys to the proper beaches.

★ Lt. Comdr. Carl G. Drescher, (SC) USN, Washington, D. C.: Because of his unwavering devotion to duty in connection with operations in the Central Pacific from October 1943 to August 1944 under very trying conditions, including an enemy air attack, the supply of fuel to the fleet was accomplished in an outstanding manner.

★ Lt. Comdr. John D. DuBois, USNR, Richmond, Va.: During his tour of duty at Port Moresby from 29 Aug. 1943 to 15 Feb. 1944, he displayed energy, skill, efficiency and organizing ability. He constantly gave an outstanding performance of duty and very materially contributed to the success of the 7th Fleet in operations against the enemy.

★ Lt. Comdr. Richard W. Emory, USNR, Richmond, Va.: While serving as intelligence officer on the staff of CincPac from July 1942 to December 1944 his capable and efficient performance of very important duties assigned to him contributed to the successful prosecution of the war in the Pacific.

★ Lt. Comdr. Mary M. Heck, (NC) USN, Cumberland, Md.: As chief nurse at a naval base hospital in England prior to, during and after the invasion of France, she was untiring in her efforts to prepare for the care of a large number of casualties. She effected the efficient assignment and employment of the staff of nurses, inspiring them to render the highest type of medical attention to the large numbers of patients hospitalized. Spontaneous expressions of appreciation from all patients and from medical officers of all services attest to her meritorious performance of duty.

Lt. Comdr. Heck

★ Lt. Comdr. Edward G. Janeway, USNR, Oyster Bay, N. Y.: As commanding officer of a U. S. naval advanced amphibious maintenance base in England he exercised outstanding skill and ability in establishing the base and in supervising maintenance and logistical support of the landing ships and craft attached to it. His meticulous performance of this duty is considered to have contributed materially to the success of the invasion of Normandy.

★ Lt. Comdr. Forrest A. Lees, USN, San Diego, Calif.: From November 1943 to February 1944 he was arduous and exacting in duties concerned with the development, manufacture and testing of special landing craft equipment at a time when urgency was of utmost importance. While at the same executing in a commendable manner his duties as aircraft squadron commander he developed methods for the control of aircraft with industry, initiative and ingenuity.

★ Lt. Comdr. James L. Middlebrooks, USNR, Birmingham, Ala.: As radio material officer on the staff of Commander, Landing Craft and Bases, 11th Amphibious Force, he was charged with the maintenance and installation of radio and underwater sound gear. Through his foresight, broad technical knowledge and energetic administration of an organization functioning at widely separated bases, all ships and craft sailed for the invasion of France with this equipment in operative condition.

★ Lt. Comdr. Henry Montgomery Jr., USNR, Los Angeles, Calif.; Lieut. Stuart D. Cowan Jr., USNR, Orange, N. J.; Lieut. Appleton A. Mason Jr., USNR, Larchmont, N. Y., and Lt. (jg) Sigfred A. Nelson, USNR, Edmonds, Wash.: Attached to the staff of the commander of a destroyer squadron during the invasion of France, they worked skillfully under constant threat of enemy submarine, surface and aerial opposition. By their cool and courageous performance of duty in the face of frequent aerial attacks throughout the entire assault period, they contributed essentially to the success of their unit during these vital combat operations.

★ Lt. Comdr. William A. P. Pullman, USNR, Lake Forest, Ill.: As personnel officer on the staff of Commander, Landing Craft and Bases, 11th Amphibious Force, he exercised outstanding executive ability in the administration of about 65,000 naval personnel attached to the 18 bases of this command. He established and directed a highly successful receiving barracks and system for efficiently handling survivors returning from the operation.

★ Lt. Comdr. John M. Wyckoff, USNR, Seattle, Wash.: As commanding officer of a minesweeper operating at Kwajalein and Saipan, he brought his ship through a hazardous sweep of several enemy minefields without casualty to ship, personnel or gear and cleared channels and anchorages for our ships engaged in the occupation of these enemy-held bases.

★ Lieut. Lyman W. Ballinger, USNR, San Diego, Calif.: As engineering officer of a bombing squadron in the Central Pacific, he worked under primitive conditions with inadequate facilities and inexperienced personnel. By sheer force and energy he so inspired the personnel under him that operations against the enemy were maintained at a high level of efficiency despite bombing attacks and frequent air raid alerts.

★ Lieut. Raymond B. Brady, USNR, Gastonia, N.C.: His skillful analysis of target courses and speeds as torpedo data computer operator in a submarine during war patrol assisted in the sinking of enemy ships for a total of over 17,000 tons. His efficiency and coolness contributed much to the success of his ship in evading severe enemy countermeasures.

★ Lieut. Ralph Brown, USN, San Francisco, Calif.: When the USS *Susan B. Anthony* was sunk, he kept his vessel alongside under very adverse and dangerous conditions so that a large number of troops could be evacuated onto and across the decks of his ship. By keeping his vessel alongside until the last possible moment, manp crew members of the *Susan B. Anthony* were saved who might otherwise have been lost.

★ Lieut. Samuel A. Byrd, USNR, Mt. Olive, N. C.: As a beachmaster during the invasion of Normandy, he assumed command of an area adjacent to a beach exit road and directed the movement of traffic with such skill that the evacuation of casualties from the beach was tremendously expedited. Working under fire without rest or relief for 36 hours, he set an excellent example for Army and Navy personnel.

★ Lieut. Walter H. Carter, USNR, Lynn, Mass.: As senior area fire protection officer of Service Force, 7th Fleet, he developed equipment and supervised fire fighting instruction with ability and diligence. His direction of combat fire-fighting teams during amphibious assault operations at Hollandia, Biak and Noemfoor reduced fire losses ashore and afloat to a minimum and contributed greatly to the success of our operations.

★ Lieut. Thomas N. Creacy, USNR, Cherryville, Oreg.: Attached to the 81st Construction Battalion during the invasion of Normandy, he was in charge of the operations of the first and second waves of ferries. With no rest during the first 60 hours, and despite repeated enemy air attacks, mine explosions and shell fire, he established contact between the ferries and ships to be unloaded and maintained the unloading schedule.

★ Lieut. Robert Halperin, USNR, Chicago, Ill.: While attached to the staff of an assault force commander during landings on Cherbourg peninsula, he

Beacon (Navy Yard, Phila., Pa.)

"I don't see why they put me on mess detail —I can't cook!"

VR-8 Ball (NAS, Patuxent River, Md.)
"Damp weather seems to have warped the flight deck, McGinnis."

contributed materially to the successful landing of the first waves with a minimum of casualties. Under his direction, troops were rescued from swamped boats and despatched to the beaches, and two men were saved from drowning by his initiative and quick action.

★ Lieut. Harold M. Kiesel, USNR, Washington, D. C.: As officer in charge of the outbound shuttle control during the invasion of France he was charged with the organization of all outgoing convoys during the early phases of the assault under the most trying conditions. By constant application to duty and the exercise of ingenuity and judgment, he established the convoys on a smooth and orderly basis.

★ Lieut. William H. McCorkle, (ChC) USNR, Kingsport, Tenn.: As chaplain of an infantry regiment on Guam from 21 July to 10 Aug. 1944 he displayed outstanding courage and devotion to duty. Constantly on the front lines and exposed to enemy fire he was untiring in his efforts to give spiritual aid to the troops and comfort and assistance to the wounded and dying.

★ Lieut. Gordon W. Miller, USNR, Los Angeles, Calif.: As commanding officer of the *LST 452* during amphibious landing operations at Lae, Finschhafen, Cape Gloucester, Saidor, Aitape and Biak, he aggressively maneuvered his ship in a courageous manner and contributed to the success of the operations by his professional knowledge and leadership.

★ Lieut. Arne C. Pedersen, USCG, Malden, Mass.: Serving in northeast Greenland and outlying stations from October 1941 to September 1944, he endured the rigors and hardships of an isolated Arctic station and displayed courage, stamina and initiative in the performance of highly vital services at our northernmost outpost in the North Atlantic.

★ Lieut. John R. Pleasant, USNR, Shreveport, La.: As ground operations officer attached to a fighter squadron in the Solomons from August 1943 to January 1944, he ably organized flight schedules and line crews. He rendered exceptional service in handling ground operations and overhaul of planes, thereby aiding in the maintenance of peak efficiency in the squadron.

★ Lieut. Samuel R. Pruett, USNR, Flat Creek, Ala. (posthumously): As commanding officer of the *YMS 24* during the invasion of southern France, he operated his ship with outstanding skill in penetrating one of the most heavily infested minefields in the assault area. He assisted materially in the early clearing of approach channels and inshore anchorage zones before he lost his life when his vessel sank.

★ Lieut. James S. Swarts, USNR, Van Horn, Tex., and Lt. (jg) Bruce B. Hofmann, USNR, Altoona, Pa. (both posthumously): When the *LST 507* was sunk by an enemy E-boat in the Atlantic on 28 April 1944, they gave their life belts to two soldiers without belts and continued the supervision of abandon-ship activities. They were the last to leave the sinking vessel. After swimming to a life raft, they succumbed from shock and exposure in the cold waters.

★ Lieut. Andrew K. Taylor, USNR, Cincinnati, Ohio: Acting as beachmaster of an assault unit during the invasion of southern France he landed with the initial waves on the I. de Porquerolles. With courage and forceful energy he directed the debarkation of troops and equipment and supplies vital to their maintenance. He efficiently organized and operated the beach area until the garrison was firmly established.

★ Lieut. Carol G. W. Wynn, USNR, Arcadia, Calif.: As an aviation officer attached to Bombing Squadron 142 in the Central Pacific Area from 21 Dec. 1943 to 15 July 1944 he performed his numerous, varied tasks skillfully and with sound application of superior technical knowledge. On one occasion, he unhesitatingly volunteered his services during an air attack, rendering invaluable assistance in coding and decoding emergency communications and in saving an aircraft in distress.

★ Lt. (jg) Howard A. Andersen, (MC) USN, Minneapolis, Minn.: As medical officer attached to the USS *Corry* when she was sunk by enemy action in the Bay of the Seine on 6 June 1944, he remained to the last aboard the sinking vessel and worked desperately to save the wounded even though word had been given to abandon ship. Although suffering from exposure after a long period in the water, he carried on valiantly for another 30 hours in his tireless ministration to the injured.

★ Lt. (jg) John A. Blanchard Jr., USNR, Sidney, Mont.; Lt. (jg) Durwood N. Clader, USNR, Homestead Park, Pa.; Lt. (jg) Leo R. Montgomery, USNR, Middletown, Ill.; Lt. (jg) Billie M. Staerkel, USNR, Newton, Kan., and Lt. (jg) Leycester Stanley, USNR, Choice, Tex.: As commanding officers of landing craft attached to Boat Pool 11 during the evacuation of a Marine battalion from a position behind the Japanese lines in the Solomons on 29 Nov. 1943, they were subjected to a devastating barrage of machine-gun, mortar and artillery fire, but withdrew without damage to their vessels. On a second attempt, they effected the rescue of the entire battalion, including a number of wounded, and completed their mission without the loss of a single man.

★ Lt. (jg) Augustus T. Allen Jr. USNR, Raleigh, N. C.: As naval gunfire liaison officer during the invasion of Normandy, he landed under extremely heavy enemy gunfire and quickly established communications with the firing ships. Later he organized the shore fire control parties under his charge to such good effect that the Army units to which they were attached were materially aided in their advance.

★ Lt. (jg) Joseph C. Callen, USNR, Chicago, Ill.: While serving as commanding officer of a landing craft gunboat during the capture of islands in the Marshall Islands group in January and February 1944 he constantly exposed himself and his ship to enemy fire without regard to his personal safety. He closely supported with barrage rockets and gunfire the actual landing of the assault troops. The vigorous and gallant offensive of his command is a reflection of the leadership of the commanding officer.

★ Lt. (jg) Joseph Cavanagh, USNR, Providence, R. I.; Lt. (jg) Robert R. Nichols, USNR, Brooklyn, N. Y., and Lt. (jg) Norman E. Stephens, USNR, Loup City, Neb.: While serving as regimental naval gunfire liaison officers during the invasion of Normandy, they displayed professional skill and devotion to duty. The supporting fire which they were able to bring to bear was of great value in the advance of the Army units to which they were attached.

★ Lt. (jg) Herbert R. Cluster, USNR, Baltimore, Md.: As officer-in-charge of an LCT during the invasion of Normandy, he directed emergency repairs when the ramp broke loose about 6,000 yards off the beach. Although the ramp again became loose just prior to beaching, he ingeniously kept it in place. Just as the tanks were ready to debark a mine was sighted directly ahead of the tanks. He immediately turned his craft sidewise and was able to safely discharge his tanks.

★ Lt. (jg) Kenneth G. Curtis, USN, Lynn, Mass.: As torpedo and gunnery officer aboard a submarine during a war patrol his conduct was an inspiration to the officers and men in his ship and in keeping with the highest traditions of the naval service.

★ Lt. (jg) Charles O. Frost, USNR, Seymour, Ind. (posthumously): As evaluating officer and fighter director officer of the USS *Claxton* in the Shortlands area, he skillfully and accurately appraised all information received. His gallant service in the face of severe opposition was a contributing factor in the destruction of one plane, shore installations on Buka and Shortland Islands and torpedo hits on two enemy vessels.

★ Lt. (jg) Jack D. Fuller, USNR, Columbia, S. C.: As officer-in-charge of an LCT during the invasion of Nor-

Hoist (NTC, San Diego, Calif.)
"Is this trip really necessary?"

mandy, he took his craft in under terrific gun and shell fire after it had been severely damaged and successfully unloaded vital combat material.

★ Lt. (jg) Sylvester T. Harlin, USN, Norfolk, Va.: While attached to a task group during the invasion of Normandy, he sailed Salvage Landing Craft Mechanized Group 3 across the channel and beached his craft shortly after H hour on D day under heavy and direct shellfire. He worked throughout the day and night without rest to remove swamped craft and salvage Army mobile equipment.

★ Lt. (jg) Lawrence L. Heideman, USNR, Grosse Ile, Mich.: In command of 11 naval combat demolition units during the invasion of Normandy, he was subjected to heavy enemy artillery and rifle fire which killed or wounded 40% of the personnel. However, units under his command were successful in clearing eight 50-yard gaps through enemy-placed obstacles on the beach.

★ Lt. (jg) Loren P. Herder, USNR Minneapolis, Minn.: As a naval gunfire liaison officer during the invasion of France he maintained a front-line observation post with communications to a supporting cruiser and displayed much initiative and resourcefulness in seeking out enemy positions. He and his party caused great damage to the enemy and eliminated many strong points that were holding up the attack.

★ Lt. (jg) Robert E. Huffman, USNR, Bemidji, Minn.: When his landing craft was damaged and left burning during the invasion of Normandy, he swam about 150 yards to the beach which was raked by enemy artillery mortars, machine guns and snipers. After seeing that his men were properly dug in, he boldly exposed himself to enemy fire for several hours as he moved about the beach directing operations.

★ Lt. (jg) Robert O. Johnson, USNR, Los Angeles, Calif.: As assistant operations officer and hydrographer on the staff of Commander 3d Amphibious Force from 15 July 1943 to 31 March 1944 he displayed exceptional skill and worked tirelessly in the preparation of combat navigational charts used in the invasion of Vella Lavella, Treasury, Bougainville, Green and Emirau Islands.

★ Lt. (jg) Paul R. Kohout, USNR, Chicago, Ill.: As commanding officer of a close-in fire support vessel during the capture of a large enemy-held island in the Pacific in June 1944 he constantly exposed himself and his ship to enemy fire without regard to his personal safety. The vigorous and gallant offensive displayed by his command is a reflection of the leadership of the commanding officer.

★ Lt. (jg) D. J. Manchester, USNR, Buffalo, N. Y.: When the *LST 348* was sunk by two explosions off the Island of DeZammone, Italy, he organized damage control activities and, when it became necessary to abandon ship, directed the evacuation of the wounded. One of the last to leave the sinking ship, he continued to encourage and care for the critically injured until all were recovered by rescue vessels.

★ Lt. (jg) Henry S. McFall, USNR, York, Pa.: Called in two days before the invasion of Normandy to replace a sick officer as naval gunfire liaison officer, he succeeded in setting up the designed fire-support communications during the assault. He designated targets which were fired upon by the USS *Arkansas* with marked effect.

★ Lt. (jg) Samuel C. Miller, USNR, Narberth, Pa.: Serving with the 7th Beach Battalion during the invasion of Normandy, he noted the extreme difficulty which the medical personnel were having in transporting wounded men out of reach of the tide. He salvaged an abandoned Army jeep and drove the length of two beaches under terrific fire, picking up wounded and carrying messages. Later he led a fire-fighting party aboard a burning LCT and fought the fire until it was extinguished.

★ Lt. (jg) Jack S. Sandkuhle, USNR, Oakland, Calif. (posthumously): In charge of a working party operating at Torkina beach on 23 November 1943, he refused to move to a sheltered area despite heavy enemy shelling. He carried out his tasks with unflinching determination until killed by hostile fire.

★ Lt. (jg) Robert E. Seabold, USNR, Dayton, Ohio: As commanding officer of the fourth wave of boats during evacuation of a Marine battalion from behind Japanese lines on 29 Nov. 1943, he was forced to withdraw in his first attempt in the face of intense enemy opposition. On the second attempt, under a covering barrage from our ships, he assisted in the embarkation and departure of the entire battalion and remained in the danger area to make certain that no personnel had been left behind.

★ Lt. (jg) Robert L. Smith, USNR, Mountain View, Calif.: He was largely responsible for having a large percentage of gunfire-support craft operationally ready for the invasion of Normandy. His coolness and courage under fire and his mature advice were of great value to the task group commander.

★ Lt. (jg) Henry R. Stern, Jr., USNR, Manhasett, N. Y.: As commanding officer of the *SC 1354* during the invasion of Normandy, he arrived off his assigned beach prior to H hour and displayed extraordinary forethought in directing ships and small boats into the beach. His ship took shore batteries under fire, making it possibl for the Army to get ashore.

Navy Decorates Officer Of Public Health Service

For prompt and skillful treatment of more than a thousand casualties during the Saipan-Tinian invasions Lt. Comdr. Robert L. Griffith, of the U.S. Public Health Service, has been awarded the Navy's Bronze Star Medal. Working zealously throughout long hours without rest he was exceptionally efficient in directing his medical staff and contributed to the saving of the lives of men wounded in combat.

★ Lt. (jg) John C. Taylor, USNR, Charlotte, N. C.: As an assistant beachmaster during the invasion of Normandy, he kept his group intact and led them safely ashore through a withering fire from enemy artillery, mortars and machine guns. He directed his men in giving all possible assistance to the wounded, including removing them under fire from the reach of the incoming tide.

★ Lt (jg) Robert E. Turner, USNR, Platte City, Mo.: As naval gunfire liaison officer during the invasion of France, he coordinated the operations of three shore fire-control parties and contributed greatly to the advance up the Cherbourg peninsula. During the final assault on Cherbourg, he directed gunfire support so effectively that the infantry was able to capture the outer defenses of the city.

★ Lt. (jg) Milton C. White, USNR, Washington, D. C.: As commanding officer of the *PC 479* which was escorting a convoy of LCTs engaged in the resupply of Arawe, he skillfully maneuvered his ship to protect the convoy when it was attacked by 14 Jap divebombers and fighters. He assisted in putting up a heavy barrage of anti-aircraft fire which destroyed four enemy planes.

★ Lt. (jg) Frank R. Williams, USNR, Phoenix, Ariz.: As Armed Guard officer aboard the SS *James B. Francis* when the munitions-laden vessel was endangered by fire and explosions on a nearby landing craft at Pearl Harbor on 21 May 1944, he remained aboard after orders had been given to abandon ship and directed a volunteer crew in fighting fires and in moving the vessel from her dock. He and his crew stayed at their posts after a shower of incendiary shells had started a fire which threatened munitions and powder in the No. 1 hatch, and contributed to the saving of the ship.

★ Lt. (jg) Robert B. Woodcock, USNR, Brooklyn, N. Y.: As commanding officer of the *SC 738*, while it was convoying LCTs engaged in the resupply of Arawe on 21 December 1943, he assisted in fighting off attacks by three formations of 45, 60 and 8 Jap divebombers and fighters. He assisted in putting up a heavy barrage of flak which prevented the enemy from carrying out a full-scale attack, and through his efforts no casualties or material damage was suffered.

★ Lt. (jg) William A. Wulfman, (MC) USN, Huntington, W. Va.: Attached to the *LST 348* when it was sunk off the Island of De Zammone, Italy, on 20 Feb. 1944, he skillfully and untiringly administered medical aid to the burned and injured and assisted in transferring them to boats and life rafts until he was forced to abandon ship. He secured necessary medical supplies before leaving the sinking ship and continued to render medical and moral aid to those in a critical condition for several hours later.

★ Ens. Davis H. Hart, USNR, Seymour, Mo.: As naval gunfire liaison officer with the 3d Battalion, 8th Infantry, 4th Infantry Division, from 6 June to 30 June 1944 he conducted naval gunfire support for the advancing infantry and materially assisted

Hoist (NTC, San Diego, Calif.)
". . . And then again, there are times when the enemy may prove a little faster than you!"

the advance up the peninsula toward Cherbourg.

★ Ens. George T. Hill, USNR, Piqua, Ohio: As assistant to the gunnery officer aboard a destroyer in the Pacific on 15 June 1944, he remained at his battle station despite severe and painful wounds and continued to spot aircraft accurately until ordered by his commanding officer to leave his post.

★ Ens. Frederick T. Hon, USNR, Normandy, Mo.: While attached to the staff of a major task force commander during the invasion of southern France he skillfully supervised the stenographic preparation of operation material and a vast amount of communication traffic incident to the formulation of final invasion plans. He dependently assisted the operational staff in the amphibious flagship to coordinate the large volume of urgent communication traffic essential to the execution of the operation.

★ Ens. Curtis C. Norbeck, USNR, Sugar Grove, Pa.: As a naval gunfire liaison officer during the invasion of France his diligent preparation enabled his party to carry on successfully after he himself, landing with the forward troop elements, was so seriously wounded that it was necessary to evacuate him.

★ Ens. John D. O'Malley Jr., USNR, Cincinnati, Ohio (missing in action): As naval gunfire liaison officer during the invasion of Normandy, he landed in the face of enemy gunfire and established communications with his firing ship, and directed accurate fire against important German positions. Later, he volunteered to accompany a patrol on an extremely perilous night mission which brought the group under the direct fire of enemy 88-mm. guns and machine guns.

★ Chief Carpenter William R. Wootten, USNR, Laurel, Md.: Attached to a Seabee battalion during the invasion of Normandy, he was in charge of a ferry that was bracketed by three enemy bombs and his tug overturned. Although wounded by shrapnel, he directed the rescue of of 12 casualties and kept his ferry from being lost. He remained at his post, despite his painful wounds, for eight hours and brought his crew and craft safely to the beach.

Chief Carpenter Wootten

★ John J. Havelka, ACMM, USNR, Chicago, Ill.: While attached to an important unit under Commander Aircraft, Solomon Islands, from 27 June 1943 to 18 Jan. 1944, he rendered invaluable services at Munda airfield while it was still subjected to enemy artillery and sniper fire. As a member of the first Allied party at Rekata Bay, he was of material assistance in obtaining information vital to the success of our forces in this strategic area.

Havelka, ACMM

★ Thomas W. Herrmann, CTM, USN, Pacific Beach, Calif.: As a member of the crew of a submarine during the first war patrol of that vessel in enemy - controlled waters his leadership, untiring efforts, professional knowledge, and devotion to duty contributed largely to the smooth running of the watch and to the high state of morale of the crew.

Herrmann, CTM

★ Frank E. Hitchman, ACMM, USNR, Burbank, Calif.: As leading engineer of a fighting squadron in the Solomon Islands from 31 Aug. 1943 to January 1944, he ably organized and trained his men and supervised all work performed by the engineering crews, many times operating under Jap aerial attack. A skillful craftsman and a tireless worker, he contributed materially to the combat efficiency of his squadron.

★ Robert W. Kitchin, CRM, USN, Groveland, Fla.: As sound operator in a submarine he used excellent judgment and skill in furnishing accurate sound data for torpedo attacks which resulted in the sinking of over 17,000 tons of enemy shipping. His efficiency and coolness contributed much to the success of his ship in evading severe enemy countermeasures.

★ Arthur Mullenix, CPhM, USN, Somerset, Ky.: As control room talker in a submarine he maintained rapid and accurate communication throughout his ship, aiding his commanding officer materially in the sinking of enemy ships totaling 20,000 tons. His devotion to duty greatly assisted his ship in conducting evasive tactics.

★ Keith L. Reed, CTM, USN, Des Moines, Ia.: His oustanding skill while in charge of torpedoes and torpedo equipment aboard a submarine was materially responsible for hits which resulted in the sinking of enemy ships totaling over 18,000 tons and the damaging of an additional 6,000 tons.

★ Benedict H. Schwab, CEM, USN, Dutchtown, Mo.: While in charge of the electrical department of a submarine he contributed materially to the sinking of many thousands of tons of enemy shipping. His conduct throughout was an inspiration to all with whom he served.

★ Loran F. Smith, CPhM, USNR, Monrovia, Calif.: As combat aerial photographer attached to the staff of CincPac his pictures of the first and second carrier strikes on Truk were among the finest released. To obtain good news pictures he was compelled to remain over targets twice as long as the usual reconnaissance plane in order to take both still and motion pictures. During one run between Dublon Island and Truk a 5-inch antiaircraft shell blew out his motion picture camera.

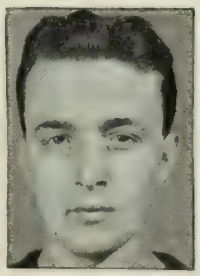
★ Cornelius R. Bartholomew, GM1c, USN, St. Paul, Minn.: During the third war patrol of the submarine in which he was in charge of gunnery equipment his ship sank or damaged many thousands of tons of enemy shipping. The commendable manner in which he fired against one enemy vessel resulted in the sinking of that vessel by his gunfire alone. His competent and unceasing work in the maintenance of the gunnery equipment contributed materially to the high degree of success attained by his ship.

Bartholomew, GM1c

★ Bruce C. Fox, RT1c, USNR, Kingston, Mich.: Serving in a warship which was transporting a Marine detachment to Japanese-occupied Abemama Island, he performed his assigned tasks in a heroic and exemplary manner, although severely handicapped when his vessel was damaged early in the operations. He was materially responsible for the accomplishment of the Marine detachment's objective.

★ Leo Ladefian, BM1c, USNR, Providence, R. I.: During the invasion of France he worked tirelessly, fully exposed to enemy gunfire, in an effort to unload vehicles and personnel from *LCT(5) 25*. He assisted with the evacuation and treatment of casualties on the beach until he himself was wounded by enemy gunfire.

★ John F. Hope, SM1c, USNR, Omaha, Neb.: As signalman of a beach battalion during the invasion of Normandy he swam ashore when ordered to abandon his landing ship, and then worked his way from one beach to another until he reached his assigned post of duty. Wounded in the head, he refused to be evacuated and remained at his post until his unit was withdrawn from the beach.



Hope, SM1c

★ Patrick W. Ryan, PhM1c, USNR, Roxbury, Mass. (posthumously): While in charge of the medical section of a beach party during the invasion of Saipan, he directed his three corpsmen in seeking out, treating and evacuating casualties.

LUZON

(Continued from page 5)

Bay, five oil tanks at Saigon, oil storage facilities, warehouses and buildings along the Saigon river, seaplane hangar at Cat-Lai and two locomotives at Quangngai. Oil refineries in the Saigon area were damaged badly and fires were started in the Saigon navy yard.

One of the four convoys attacked along the Indochina coast was sunk in its entirety, according to Fleet Admiral Nimitz's communique. It consisted of one oiler, four medium cargo ships, two destroyer escorts and four coastal cargo ships. Another convoy was all sunk or beached and damaged. It comprised one light cruiser, believed to be the *Kashii* of the Katori class, four DEs, four oilers, seven medium and two small cargo ships and one coastal ship. Of the third convoy, an oiler was sunk and one large cargo ship, one medium cargo ship and one small coastal cargo ship were damaged. The fourth convoy lost three DEs, one oiler, three large cargo ships and a small cargo ship. In addition, at Camranh Bay, our planes sank a DE and a small cargo ship; at Saigon, sank a large oiler, a large transport, the dismantled French light cruiser, *Lamotte Picquet*, and damaged a large cargo ship, four medium cargo ships and two coastal cargo ships, and, along the coast, sank a medium cargo ship and damaged five small coastal cargo ships.

But the 3d Fleet's planes didn't wait for "all precincts to report" on the Indochina assaults before striking again fiercely, swiftly and daringly at new and more formidable targets — Hong Kong, Amoy and Swatow, along the China coast, and at Canton, simultaneously slashing again at Formosa. Only two days after their blows at Indochina ports, the 3d Fleet flyers were swooping over these great Chinese ports and the Jap stronghold of Takao in Formosa. In a communique covering two days of the far-flung action, Fleet Admiral Nimitz revealed that the Seahawks had sunk or damaged at least 104,000 tons of shipping, destroyed 42 planes and damaged 45 other aircraft. No enemy aircraft were encountered over Hong Kong or Canton.

Preliminary reports showed that on 14 January the carrier planes had sunk nine ships, totaling about 22,000 tons, including one destroyer, one destroyer escort and one oiler; had damaged nine ships and nine small vessels; had shot down 16 planes, destroyed 18 on the ground and damaged 38, in addition to heavy blows being struck at docks and supply dumps.

On 15 January, incomplete reports showed, the attackers sunk or damaged an additional 82,000 tons of enemy shipping, including the 17,000-ton tanker *Kamoi*, seen listing, and two oilers, seen burning. Seven aircraft were shot down, one destroyed and seven damaged on the ground. The Royal Navy and Takoo docks, harbor facilities and fuel storage areas at Hong Kong and Canton were heavily damaged.

With Admiral Halsey's 3d Fleet thus shutting off all the sea roads to the Philippines, Gen. MacArthur and his men moved relentlessly forward on Luzon to a final, showdown battle with the Jap army defenders there.

Legislative Matters of Naval Interest

The bill to establish a Chief of Chaplains of the Navy became Public Law 530, 78th Congress, when President Roosevelt signed it on 22 Dec. 1944. Subsequently, the President sent to the Senate the nomination of Capt. Robert D. Workman, (ChC) USN, Director of the Chaplains Division, BuPers, to have the rank of rear admiral while serving as Chief of Chaplains. The nomination was pending before the Senate as the INFORMATION BULLETIN went to press.

Chaplain Workman

Under terms of the legislation, the officer designated as Chief of Chaplains under the Chief of Naval Personnel shall be entitled to hold the temporary rank of rear admiral with the pay and allowances of a rear admiral of the lower half while serving in such grade, until the end of the present wars.

• The following nominations for temporary service have been confirmed by the Senate:

To be rear admirals:

Allan R. McCann, USN.

Frederick G. Crisp, USN, regular temporary appointment replacing spot promotion to rear admiral held by virtue of serving as Director of Civilian Personnel, Navy Department.

Edward L. Cochrane, USN, Chief of BuShips, regular temporary appointment replacing spot promotion to rear admiral held by virtue of serving as chief of the bureau.

To be commodore:

Paul E. Pihl, USN, while serving as assistant chief of staff (logistics) to the Commander, Western Sea Frontier.

Ben H. Wyatt, USN, while serving as Commander, Naval Air Bases, 1st Naval District.

Thomas E. Van Metre, USN, while serving as assistant naval inspector general.

PERSONAL COPIES OF INFORMATION BULLETIN MAY NOW BE PURCHASED

Interested personnel, whether military or civilian, may now obtain their own personal copies of the Bureau of Naval Personnel INFORMATION BULLETIN by ordering from the Superintendent of Documents, Government Printing Office, Washington 25, D. C. It is suggested that personnel may wish to take advantage of this opportunity to send in subscriptions for their families at home.

The rate for single copies is 15 cents each. Annual subscription (12 monthly issues) is $1.50, domestic rate, and this includes all personnel having a Fleet Post Office or APO address. The foreign rate is $2.25 a year, including foreign postage.

The new procedure does not in any way affect present free distribution on the basis of one copy for every 10 officers and enlisted personnel. It is in addition to this distribution, to make personal copies available to those in the service who wish them, and to their friends and families.

Answers to Quiz on Page 55

1. The death sentence, which requires the concurrence of two-thirds of the members present.
2. John Paul Jones (on 23 Sept. 1779 while commanding the *Bonhomme Richard* in battle of Flamborough Head, in which he captured the British ship *Serapis*).
3. (b). Airline (Great Circle) distances in nautical miles: Paramushiru to Tokyo, 1,152 miles; Chichi Jima to Tokyo, 523 miles.
4. (b).
5. Cargo carried loose in a vessel.
6. Leeway.
7. Woodwork which is kept scraped and not painted.
8. Ship's service man.
9. (b).
10. Pensacola, Fla.
11. (a) Aviation Chief Ordnanceman B (Aviation Bombsight Mechanic), (b) Aviation Chief Boatswain's Mate, (c) Aviation Chief Machinist's Mate F (Aviation Flight Engineer).
12. The national ensign.
13. Incorrect. Gold service stripes may be worn only after 12 years' continuous service with good conduct, each stripe representing four years of such service.
14. (c).
15. One, the Presidential Unit Citation ribbon.

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL

Rules on Souvenirs Summarized: It's Okay If It's Safe and the Navy Doesn't Need It

No matter how badly your Cousin Billy wants a captured Jap submachine gun, you won't be permitted to mail or bring one back to the States, under a recent directive which summarizes existing rules on captured enemy equipment and clearance of war souvenirs through customs.

It isn't that the Navy wants to keep the Junior Warriors from mowing down all the make-believe Japs in the neighborhood. It's simply that lots of captured enemy equipment can be better used to kill live-and-shootin' Japs, using their own equipment to deliver a kind of lend-lease hara-kiri!

There are other good reasons, too, why certain items are on the forbidden list. Some of the stories don't have happy endings. Take the case of the Seabee who accidentally shot himself in the head with a captured Jap revolver he was proudly showing the folks while home on leave. Or the instance of the "unloaded" bazooka shell which, when accidentally dropped, injured five small children, one of whom had to have both legs amputated. Or the numerous other instances on record overseas where the services lost good men due to accidents, which might have been prevented had the rules on souvenirs been followed.

The jungles and ports are full of souvenirs you *can* bring home with safety—and which won't get you in trouble with the authorities—but the book is emphatic when it says that you can't mail or bring back any of these:

1. Radio or radar equipment, or parts of such equipment.
2. Inflammables of any nature.
3. Explosives or any items containing explosives.
4. Name plates taken off any type of equipment. (This does not include captured "dog tags.")
5. Firearms of the automatic type such as machine guns, sub-machine guns or any other type of gun from which a number of shots or bullets may be discharged with one continuous pull of the trigger.
6. Items whose usefulness to the service or whose value as critical material outweigh their value as trophies, as determined by the theater commander.

Nor will the rules let you *mail* small firearms or other weapons which might be concealed on the person of individuals to whom you present them. If you do mail or bring back such items as rifles, small arms, bayonets, blackjacks, slingshots, billies, bludgeons, metal knuckles and swords, you should make sure that the weapons have been registered in compliance with all the federal, state and local rules in effect wherever the weapons are going to be retained. If you decide not to go to this "bother," then you may find your precious souvenirs confiscated and yourself in first-class dutch with the law. It isn't worth the risk, especially since the law lets you keep them, providing you've fully complied with the rules.

To bring back any war trophies to the U. S., it is necessary for you to have a certificate in duplicate, signed by the CO, stating that you are officially permitted by the theater commander to retain as personal property the war souvenirs listed on the certificate. The copy of this form is surrendered to the customs officer at the port of entry when the items are declared and brought in.

If you mail captured material from overseas, the parcel must contain a similar certificate in duplicate stating that you are officially authorized to mail such items. If sent as a gift, the package must also contain the declaration which permits you to mail in duty-free personal property not in excess of $50 evaluation. Packages which do not conform to the rules may be confiscated and turned over to the Director of Naval Intelligence.

The rules aren't hard to follow—and they have been issued not only for your own safety, but for the protection of your shipmates and your friends and relatives back home. It is well to remember that a little judgment exercised in selecting the type of souvenirs you plan to keep may help to guarantee that you'll live to a ripe old age, when you can take your grandchildren on your knee and spin a few yarns about the war trophies you picked up "way back in 1945."

The regulations are stated in detail in an OpNav letter to all ships and stations, dated 30 Nov. 1944 (NDB, 15 Dec. 1944, 44-1382).

Hoist (NTC, San Diego, Calif.)

"I'll have your job for this, young man!"

Men Warned Against Carrying Large Sums of Money on Liberty

Because of increasing reports to BuPers of robberies and assaults, enlisted personnel going on leave or liberty have been warned against carrying large sums of cash with them.

Many of those being victimized are men who have recently returned from a long tour of duty overseas, during which time considerable pay accrued to their credit and is drawn by them at the time they go on leave or liberty. Often these men have deliberately or inadvertently made it known to associates they meet on shore that they have large sums of money and are "out for a large evening and to hell with expenses."

This, of course, is an invitation to persons of questionable character to take advantage of an opportunity and, unfortunately for the naval personnel involved, often has resulted in loss of all or a large part of the money, severe beating or other injurious treatment. Quite frequently it also has been the direct cause of the men being AOL, with the resulting punishment and the marring of otherwise excellent records.

Aside from his financial obligations to his family and legal creditors, a man's money is his own to dispose of as he sees fit; and the Navy does not attempt to dictate to men how they should handle it. In hope, however, that robberies and assaults will be reduced to a minimum, if not altogether eliminated, the following suggestions have been offered for men going on leave or liberty:

1. Register an allotment for deposit of funds in commercial banks. Allotments for support of dependents, payment of premiums on both government and private insurance policies and the purchase of war bonds may be continued even though persons who registered them may be reported "missing" or prisoners of war.
2. If you do not desire to make allotments, draw only such money as will permit you to make a good liberty or leave, and leave the rest of the money "on the books" where it will be safe and available if and when a real need for it arises.
3. If you intend to give your folks money or pay a debt, send that money in the form of a check or money order.
4. If you really desire, for a good reason, to have money available immediately, (a) convert cash to travelers' checks; (b) stow money in a money belt or in a place which is hard to get at; (c) do not flash large bills; (d) do not talk to anyone about the amount of money on your person.

THE BULLETIN BOARD

Applications Requested at Once from Men Eligible to Return to Flight Training

Personnel separated from flight training in good standing under the cutback announced in June 1944, when the scheduled output of aviators was drastically reduced, and who now desire to return as a result of the current expansion of the program, are required to file applications for re-entry immediately.

It had previously been stated (January 1945 INFORMATION BULLETIN, p. 73) that "individual applications for return are not required." However, BuPers Circ. Ltr. 391-44 (NDB, 31 Dec. 1944, 44-1461), which contains all the details concerning re-expansion of flight training, directs each eligible candidate to submit a written request for re-entry to BuPers by 15 Feb. 1945 if possible.

The previous report also stated that former aviation students assigned to Class A schools would not return to flight training until they had completed their courses. Under the new directive, the question of whether or not the student finishes his Class A school course will be determined by the needs of the naval service.

Some 7,000 students in TARMAC, flight-preparatory, CAA-WTS and pre-flight stages were affected by the June cutback. To be eligible for return, they must have been in good standing at the time they were shifted or withdrew voluntarily to other duties in the Navy. Those students who exercised their option to withdraw from the naval service are not eligible for re-entry unless they reenlisted in the Navy prior to 29 Dec. 1944.

A number of factors led to the Navy's decision to re-expand the flight training program. One is that the Navy plans to speed up the rotation of its fliers, thereby giving aviators more frequent periods in the U. S. for rehabilitation and refresher training in new equipment. Also, the war in the Pacific is now ahead of schedule, and as the Navy presses home the drive to Japan proper, it has to be prepared for the more difficult job of fighting at accelerated tempo to keep the Jap constantly off balance. The upward revision in pilot training was not caused by an unexpected increase in the attrition rate.

Mainsheet (NTC, Bainbridge, Md.)

"It's so nice to have you home for a few days, dear."

The procedure directed to implement the program is as follows: Each eligible candidate will have the opportunity to return. He should submit to BuPers immediately via official channels a written request for re-entry, which should be received by the Bureau wherever possible by 15 Feb. 1945. Airmail should be used where receipt of the request in the Bureau will be expedited.

COs will examine each applicant's service record to determine his eligibility, which, in all cases, will be indicated by the following notation on page 9 of the record: "Separated from flight training while in good standing and solely as a result of quota restrictions. Is fully qualified and is recommended for reassignment to flight training at a later date, if so recommended by his CO, under any service quotas which may be established in the future." COs should inform all eligible personnel of their opportunity to return to flight training.

Requests from outside the continental limits should be by dispatch.

Because he was previously selected for flight training, it is considered each candidate is still physically and otherwise fully qualified unless his CO considers the man has recently demonstrated unfitness for such training. In such a case, the CO will submit a notation as an endorsement to the application when the latter is forwarded. In case doubt exists as to physical qualifications, a physical examination (flight physical, if feasible) will be given prior to forwarding applications.

Applications (except those by dispatch) should be made on forms suggested by BuPers Circ. Ltr. 391-44 and give such information as Navy courses of instruction completed, stages completed in flight training, the flight training activity from which the applicant was separated or withdrew, the date and whether this action was voluntary or the result of deselection.

Eligible candidates will be re-entered in flight training at a stage commensurate with their previous progress, subject to necessary pre-flight refresher. In the case of students who completed pre-flight school, this will be for one month.

Those who have been commissioned since separation or who will be commissioned prior to the time of their return to flight training will be ordered to a naval air station, for primary flight training in the same manner as officers returning from the fleet.

Those undergoing reserve midshipman training will be allowed to complete the course and receive commissions upon successful completion thereof prior to being returned to flight training. However, applications for return should be submitted at this time.

Those returned to the V-12 program will not resume flight training until completion of four terms of college work, including any terms completed prior to reassignment to the Navy V-12 program. Applications should be submitted at this time, and should include the date of expected completion of necessary college work.

Former aviation cadets will be returned to aviation cadet status if they desire inasmuch as the age and marriage restrictions (Art. H-10302, BuPers Manual) have been waived by SecNav in the case of those former aviation cadets who, following their separation from flight training, married or reached their 27th birthday.

Navy Nurses May Now Marry Without Having to Resign

Nurses now in service may marry without being required to resign, according to Alnav No. 12-45, which suspends for the duration of the war the provisions of Paragraph 451 (e) of the Manual of the Medical Department.

Vice Admiral Ross T. McIntire, (MC) USN, Surgeon General of the Navy, last month said that in December 1944 the Bureau of Medicine and Surgery received applications for resignation from 138 nurses who gave "marriage" as the reason for their action. Resignations for the same cause averaged more than 100 a month in 1944, reaching a high of 160 in November.

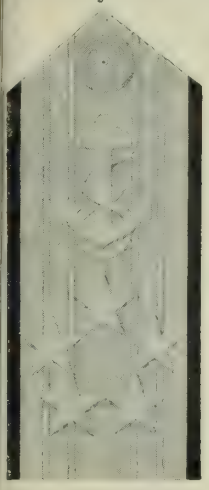
Liberalization of the marriage regulations is expected to help substantially in achieving the Nurse Corps' authorized strength, since more than 80 per cent of all separations from this branch have been because of the marriage bar, the Surgeon General stated. The Navy will continue efforts, none the less, to commission 4,000 additional nurses by 30 June 1945, in order to meet needs imposed by expanding naval operations.

There is no change in present policy which disqualifies married nurses for entrance into the Nurse Corps.

THE BULLETIN BOARD

Insignia Approved For Fleet Admiral

A pattern of five stars, fastened together in a pentagonal figure, has been approved as the design for pin-on insignia and on shoulder marks for the Navy's new rank of fleet admiral.



The sleeve insignia are one two-inch stripe with four half - inch stripes above it.

Insignia for the new rank, created by Public Law 484 of the 78th Congress, were announced in BuPers Circ. Ltr. 16-45 (NDB, 31 Jan. 1945) and incorporated into Uniform Regs.

The silver stars for the pin-on insignia are to be of a size to be inscribed in a ⅜-inch circle, with the surface of the stars to be plain, raised and rounded. The device is pinned on with the point of the vertex (top) star pointing upward. The shoulder mark is shown above.

The three officers eligible to wear the insignia, having been nominated by the President and confirmed by the Senate for promotion to fleet admiral, are William D. Leahy, USN (Ret), Chief of Staff to the Commander-in-Chief, U. S. Army and Navy; Ernest J. King, USN, Commander-in-Chief, U. S. Fleet, and Chief of Naval Operations, and Chester W. Nimitz, USN, Commander-in-Chief, U. S. Pacific Fleet and Pacific Ocean Areas.

Smaller Stars Authorized For Wearing on Ribbons

The size and manner of wearing stars on campaign and decoration ribbons has been standardized and clarified in a SecNav letter to all ships and stations (NDB, 15 Jan. 1945, 45-7). All previously authorized stars, however, may continue to be worn in the manner previously prescribed until replaced by new ones.

Under the new order, the size of the gold star worn upon a ribbon in lieu of an additional award of the same medal is set at 5/16 inch in diameter. (The old size, 3/8 inch, is retained only for wear upon the suspension ribbon of a medal.)

A silver star of the same dimensions as the new gold star is created by the order for wear in lieu of five gold stars. The new silver star also is authorized for wear on campaign ribbons to replace five bronze stars. Size of the bronze star remains the same (3/16 inch) as before.

(For latest list of engagements and operations for which stars may be worn on area ribbons see p. 31.)

The 3/16-inch bronze star now is authorized also for wear on the Presidential Unit Citation ribbon, replacing the larger blue star. Second and subsequent awards of the Navy Unit Commendation will be indicated by bronze stars on the ribbon.

The first star should be centered upon the ribbon and additional stars placed in a horizontal line close to and symmetrically about the center of the ribbon. This applies to both bronze and silver stars.

All stars are to be placed on ribbons point down.

Embroidered Aircrew Insignia Not Authorized

No embroidered aircrew insignia has been authorized or is contemplated, BuPers has announced following receipt of information that such insignia were being sold to naval personnel. The directive, BuPers Circ. Ltr. 395-44 (NDB, 31 Dec. 1944, 44-1465), states that the only authorized aircrew insignia is a metal pin-on device, which the letter describes.

VOTING INFORMATION

On 15 Dec. 1944, the Attorney General of the United States held that the Servicemen's Voting Law (P.L. 277, 78th Congress) "applies to all elections at which federal, state, or local officials are elected and for which absentee balloting procedures are provided by the applicable laws." Accordingly, in 1945, the Navy Department will continue in effect its policy of giving maximum assistance to Navy, Marine Corps, and Coast Guard personnel eligible and desiring to vote by state absentee ballot, to the extent practicable and compatible with military operations. Similar assistance will also be given to certain merchant marine personnel and to certain attached civilians.

Voting in 1945 will be only by *state or local* ballot. There will be *no* voting by *federal* ballot because there is no general election for members of Congress this year.

The same basic organization used to administer the voting program for the 1944 elections will be continued in 1945. Each ship, station or unit will have a voting officer to carry out the duties of the commanding officer under the latter's supervision. These duties include:

(1) Make postcard applications (USWBC Form No. 1) available to personnel requesting them for use in 1945 elections.
(2) Cooperate in attesting oaths in connection with postcard and state ballots.
(3) Disseminate throughout the command election information furnished through official channels.
(4) Take all reasonable measures to facilitate the expeditious handling, transmission, delivery, and return of postcards and balloting material by air.

From time to time, information will be published in the INFORMATION BULLETIN as to elections at which absent voting by servicemen is permitted. Any serviceman, member of the merchant marine, or attached civilian who desires to vote by state absentee ballot in such elections may request a postcard from his commanding officer or designated voting officer. The postcard should be completely filled in and mailed to the secretary of state at the state capital of the state of his voting residence.

Information has been received as to the following forthcoming elections at which absent voting by servicemen is permitted:

Illinois—A primary election will be held in the counties on *10 April 1945.*

Michigan—A general election for certain state and local offices will be held on *2 April 1945.* The following state offices are to be voted for: Two justices of the Supreme Court, two regents of the University of Michigan, Superintendent of Public Instruction, member of the State Board of Education, two members of the State Board of Agriculture and a State Highway Commissioner.

New Jersey—A state primary election will be held on *15 May 1945.* Municipal elections will be held on *8 May 1945* in the following localities:

Asbury Park
Audubon Park
Bordentown
Cape May City
Clark Township (Union County)
Collingswood (Borough)
East Millstone
Hackensack
Haddonfield (Borough)
Jersey City
Keansburg (Borough)
Lyndhurst Township (Bergen County)
Medford Lakes (Borough)
Millville
Monmouth Beach (Borough)
Newark
Sea Isle City
Vineland (Borough)
West Cape May (Borough)
Wildwood Crest (Borough)

Vermont—Annual town meetings at which municipal officials are to be elected will be held in cities and towns in Vermont on *6 March 1945.*

Wisconsin—A state election will be held on *3 April 1945* for State Superintendent of Schools, justice of the Supreme Court and other judicial officers. At the same time several municipalities in the state will elect local officers.

THE BULLETIN BOARD

Age No Longer Factor In Release of Officers No Longer Needed

Attainment of age 38 has been eliminated as a prerequisite for reserve and retired officers of the Navy, Marine Corps and Coast Guard who desire to submit requests for inactive duty. Formerly, officers under 38 who were considered eligible for release were required to submit resignations.

Officers submitting requests, however, still must be engaged in specialized activities that are being closed down or curtailed and must be men who are not qualified or cannot be retrained for duty elsewhere, according to a SecNav letter (NDB, 31 Dec. 1944, 44-1422) which sets forth the most recent details for termination of active duty.

The letter states that there still exists a critical need for combat and seagoing officers and that this need will continue until the war with Japan is successfully concluded and, thus, there can be no large-scale demobilization of officer personnel.

However, as surveys of naval functions indicate that certain activities can be terminated without undue interference with the efficient prosecution of the war by naval forces, it will be possible to eliminate certain officer billets. Action taken on requests for termination of active duty will be entirely dependent upon needs of the service. Officers shall not be severed from the service or placed on inactive duty when they are otherwise acceptable with or without retraining and when they are needed elsewhere.

Resignations should be submitted to SecNav, via official channels including BuPers, or Commandant, Marine Corps, or Commandant, Coast Guard. Requests for inactive duty should be submitted to BuPers, or Commandant, Marine Corps, or Commandant, Coast Guard, via official channels.

The following information should be contained in the requests, paragraphed in this manner:

Paragraph 1: Whether request is for inactive duty or for acceptance of resignation.

Oak Leaf (USNH, Oakland, Calif.)
"You don't think I LIKE to see you work, do you?"

Paragraph 2: (a) Months' service during present term of continuous active duty; (b) months' service outside continental U. S.; (c) total leave taken during present term of continuous active duty; any leave recently authorized and intended to be taken, and whether officer wishes to claim all leave due him. (An officer who is separated or released may not receive pay from two government activities simultaneously.)

Paragraph 3: List of awards received, including unit citations, decorations, letters of commendation and number of stars authorized on area ribbons.

Attached to the letter requesting approval of resignation must be a statement from the officer carrying the subject officer's accounts as to whether or not he is indebted to the United States. No resignation will be considered without such a statement.

Forwarding endorsements must indicate whether or not the services of each individual can be spared without relief. COs will submit special fitness reports to accompany requests covering service to date of request.

Personnel Going Overseas Advised Not to Drive Cars To Ports of Embarkation

Naval personnel ordered to embarkation ports for further transportation overseas have been warned anew against travel by private automobile because, under OPA regulations, no rations of gasoline are available for the return of a car from a port of embarkation to an owner's residence.

In a letter of 4 Sept. 1944 to commandants of continental shore establishments, the Chief of Procurement and Material, Navy Department, urged that travel by private auto to embarkation ports be discouraged unless the individual's place of residence is in the vicinity of the port or unless he is moving his family to a permanent residence nearby or plans to store his car there.

In many instances this warning was not heeded. Many officers and men have been accompanied to ports of embarkation by dependents who planned to drive back to their homes, expecting the Navy to help them get gas coupons for the return trip. When none could be obtained, under OPA rules, these persons were forced to sell their cars, or place them in storage, and had to pay the unexpected expense of returning their dependents to their homes by other means.

In calling attention again to the OPA regulations barring extra gas for such travel, the Chief of Procurement and Material noted that officers who authorize travel to ports of embarkation by private automobile may be doing the transferred officer a disservice rather than a favor.

Accumulated Leave Given Reserve Officers at End Of Their Active Duty

Terminal leave for Naval Reserve officers whose resignations are being accepted or who are being released from active duty for reasons other than retirement, physical, disciplinary or improper performance of duty is being computed on the basis of two and one-half days per month of continuous active duty, minus leave already taken or granted and to be taken. Terminal leave may not exceed the statutory limit of four months.

As pointed out in BuPers Circ. Ltr. 383-44 (NDB, 31 Dec. 1944, 44-1453), there is no existing statute specifying that an officer shall be granted any leave. It is the prerogative of the Chief of Naval Personnel to grant such terminal leave in each individual case as is deemed appropriate.

It is the desire of BuPers, however, to grant terminal leave as equitably as possible under wartime conditions. Due to congested transportation systems, cessation of civilian passenger steamship travel, communications restrictions, exceptional mail and correspondence load and other abnormal conditions, it is difficult to predict when reliefs will report or when orders will be executed. Therefore, some officers may be prevented from being detached as soon as they would normally anticipate.

According to the directive, BuPers takes this delay into consideration and computes leave from the date the officer reported for continuous active duty until separation or release orders are written.

(For laws affecting the employment of reserve officers when on terminal leave, see January 1945 INFORMATION BULLETIN, p. 75.)

Special Train for Service Personnel and Families Leaves West Coast Daily

"The Furloughee Challenger," an all-coach train operated exclusively for service personnel and members of their immediate families actually accompanying them to their destinations, was recently inaugurated by the Southern Pacific Railroad.

The train leaves San Francisco Ferry at 1830 daily and arrives in Chicago at 0920 of the third day. Diners are provided for meal service. The all-coach train, as such, makes no return trip, as it was established primarily to facilitate the heavy movement of military personnel traveling on furlough from west to east.

Reservations must be secured in advance. All Southern Pacific offices in San Francisco and Oakland have allotments of seats.

THE BULLETIN BOARD

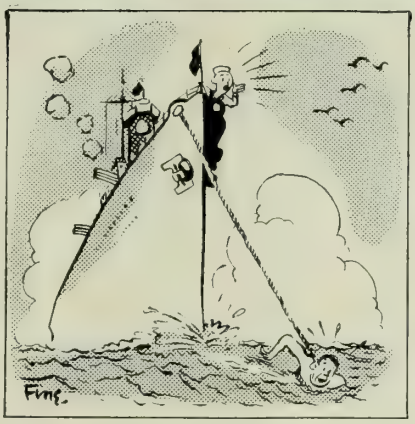
Many Reserve Officers Now Eligible for $50 Uniform Gratuity

Many naval reserve officers now may be entitled to an additional $50 uniform gratuity, according to Alnav No. 14-45. The gratuity is payable four years from date of entitlement to the $100 or previous $50 uniform gratuity, providing that the officer has been a member of the reserve for four years from date of entitlement and has performed no less than 112 days active duty. For purposes of payment, the "date of entitlement" is the date, in most cases, on which the officer reported for active duty.

Claims shall be submitted in triplicate in letter form direct to Chief of Field Branch, BuS&A (Special Payments Division), Cleveland 15, Ohio. The claimant should state his full name, rank, file number and the address to which the check should be mailed.

The claim should be set forth in this manner: "I hereby submit claim for payment of $50 uniform gratuity, having last been entitled to a uniform gratuity of (insert either $100 or $50) on (date) and having performed active duty separately as occurring if not continuous or insert none."

Officers on the honorary retired list of the naval reserve and officers of the Coast Guard and Marine Corps are not entitled to the gratuity.



Wheel Watch (NAS, Cape May, N. J.)

"Okay, Murdock, the engines are turning over now."

Personnel Warned Against Unauthorized Service Scroll

Attempts are being made, according to reports noted in BuPers Circ. Ltr. 389-44 (NDB, 31 Dec. 1944, 44-1459), to sell to members of the naval service certificates or scrolls that, when signed by an officer, purport to be official recognition of faithful performance of war service in some particular area or theater of operation. The letter states that the issuance or signing of such unauthorized certificates by a CO or other person in the naval service is not permitted.

'Don't Talk Until You've Cleared It With Public Relations,' Navy Cautions

Because a considerable number of naval personnel who have returned from duty in the Pacific have granted interviews to the press without first contacting a Navy public relations office, BuPers Circ. Ltr. 10-45 (NDB, 15 Jan. 1945, 45-34) calls attention to existing regulations on the subject.

Officers and enlisted personnel, particularly those returning from theaters of war, are not permitted to participate in press conferences or radio programs or to talk to reporters except after consultation with, and clearance by, a Navy public relations officer.

Leave papers should contain the substance of these instructions or, if the standard leave form prescribed by BuPers Circ. Ltr. 288-44 (NDB, 30 Sept. 1944, 44-1137) is used for enlisted personnel, attention should be called to instructions regarding this subject printed on the reverse side.

Lapsed NSI Policies May Be Reinstated by Paying Two Months' Premiums

Under a recent change inaugurated by the Veterans Administration, to remain in effect for the duration and six months thereafter, personnel in the service who have permitted their five-year level premium term National Service Life Insurance to lapse may, upon written application, reinstate their policies by paying two months' premiums without interest.

This rule, announced in BuPers Circ. Ltr. 393-44 (NDB, 31 Dec. 1944, 44-1463) requires that the applicant requesting reinstatement be in as good health on the date of application as he was on the due date of the first premium in default and so state on his application. He must also give complete information relative to any illness, disease, injury or treatment received during the period when the insurance was permitted to lapse. (Veterans Administration Form 353 is usually used for this purpose.) The Veterans Administration may require a report of physical examination, when deemed necessary, in connection with the application for reinstatement.

As pointed out in the directive, reinstatement must be made prior to the expiration of the five-year term period. Unless all premiums in arrears with interest are paid, the policies have no reserve value. An allotment should be registered promptly to cover future premiums.

NEW V-DISC RELEASES

Following is the list of V-Discs contained in the February kit, Navy Release H, to be mailed the middle of the month to ships and naval activities outside continental limits and hospitals in U. S. treating battle casualties. For information on how to get the discs, recorded exclusively for the armed forces, see table on pp. 70-71 of December or January issue.

141. Anchor's Aweigh; Marine Hymn; Semper Paratus; Hail Purdue — Manhattan Beach Coast Guard Band.
142. Whispering; Hawaiian Paradise; When Day Is Done; Tea for Two; Easy to Love — Guy Lombardo; Pagliacci — Vesti La Giubba — Vaughn Monroe.
143. I Promise You; With Every Breath I Take; Love Is Just Around the Corner; June in January—Bing Crosby.
144. Boogie Woogie; Song of India — Tommy Dorsey.
145. Don't Fence Me In; The Continental—The Three Suns; This Is So Nice It Must Be Illegal; Martinique—"Fats" Waller.
146. Music Makers; Cherry; Two O'clock Jump—Harry James.
147. Malaguena; Impressions of Basie—Kostelanetz.
148. Sweet Georgia Brown; Sheik of Araby—Benny Goodman; Back O' Town Blues—Louis Armstrong.
149. Ill Wind; Moanin' Low — Lena Horne; The Day After Forever; Don't You Know I Care — Ginny Simms.
150. Nobody Knows the Trouble I've Seen—Charlie Barnet; Old Fashioned Love—Eddy Howard.
151. Nobody's Baby; Three Little Words — Tommy Dorsey; Jungle Drums—Artie Shaw.
152. Memories of You; Lazy Bones — Glen Gray; Warsaw Concerto — Freddy Martin.
153. Ac-cent-tchu-ate the Positive—Johnny Mercer; There's a Fellow Waiting in Poughkeepsie — June Hutton; Walkin' in the Light; Get on Board Little Chillun — Deep River Boys.
154. Bugle Call Rag; One O'clock Jump—Benny Goodman.
155. There's No You; Someone to Watch Over Me—Frank Sinatra; Carry Me Back to Old Virginny—Jo Stafford.
156. Liebestod (Wagner); Immolation of Brunnhilde (Wagner)—Toscanini and the NBC Symphony Orchestra.
157. Scrub Me Mama With a Boogie Beat—Will Bradley; Relaxin' at the Touro; Dipper Mouth Blues—Muggsy Spanier.
158. Moonglow; Adios, Mariquita Linda —Artie Shaw.
159. Over the Rainbow; I May Be Wrong But I Think You're Wonderful — Judy Garland; Let the Rest of the World Go By; Dear Little Boy of Mine; A Little Bit of Heaven—Dick Haymes.
160. Moonlight Serenade; Don't Be That Way; Blue Champagne—Maj. Glenn Miller.

THE BULLETIN BOARD

Rules Issued on Business Loans Under 'GI Bill'

Regulations governing guaranty of business loans under the "GI Bill of Rights" (Servicemen's Readjustment Act of 1944) have been issued by the Veterans Administration. Such loans are not made by the Government itself but must be negotiated individually with lenders. The Administrator of Veterans Affairs guarantees up to 50% of the loan or loans, provided the amount guaranteed does not exceed $2,000.

Basically much the same as those for farm and home loans, the regulations are subject to certain provisions of the GI Bill:

- Interest may not exceed 4%.
- Proceeds must be used by the veteran to purchase real or personal property to be used by him in pursuit of a gainful occupation, and useful in and necessary to it.
- The veteran's ability and experience, and the conditions surrounding his project, must assure a reasonable likelihood of success.
- Purchase price must not exceed a reasonable, normal value as determined by proper appraisal.

Here's a brief summary of the regulations:

Who is eligible: any veteran in service after 16 Sept. 1940 and discharged under conditions other than dishonorable after 90 days of service (time is waived for disability discharge).

Purposes of loans: may be used not only for purchase of buildings or property, but also to buy supplies, equipment, machinery and tools; but not for inventory, stock or working capital.

Joint enterprises: if two or more veterans plan to enter business together, they may apply for guaranty of the same loan. Amount of guaranty may not exceed the maximum of $2,000 per borrower (i. e., four veterans could get $8,000 guaranty).

Security for loans: (a) *in general,* loans are secured by first liens, (i. e., the first obligation or charge against the property). However, if a first lien is already held by a Federal agency (as in the case of a loan from the RFC or FHA), a second lien may be accepted, and guaranteed in full, up to 20% of the purchase price; (b) *loans under $500:* no security required; (c) *loans to buy property:* standard real estate first mortgage; (d) *loans to buy equipment:* chattel mortgage or conditional sales agreement; (e) *loans to buy supplies:* no security required if security is not customary or practicable.

Repayment: Although all loans guaranteed by the Administrator of Veterans Affairs must be paid off within 20 years, this maximum applies only to real estate, as loans on equipment and machinery may not extend beyond the accepted useful life of the property. Equipment loan may not exceed $1,000 and must be repaid within one year if amount is $500 or less; if over $500, loan may run for two years. If loan is for purchase of supplies not over $1,000 it must be repaid within one year.

Expenses: all expenses customarily borne by purchasers may be charged against a veteran, but no charge may be made for the guaranty of the loan or for any services connected with securing such a guaranty.

Wives of veterans: if the wife of a borrower is an eligible veteran herself, she is not required to sign the application made by her husband. If she wants a loan guaranty herself, she makes separate application. Her husband's signature is required only if they live (or the loan is made) in a state where that is necessary to make the transaction legal. Also (see "Joint enterprises," above) she may, if entering business with her husband, apply for guaranty of the same loan, thus increasing the maximum guaranty.

Applications: available at all Veterans Administration offices, and will be distributed to recognized lenders, such as banks, insurance companies, etc.

With the issuance of these business-loan regulations, all provisions of the GI Bill of Rights have now been implemented and are available to eligible veterans. (Previously put into effect: provisions covering education, employment, readjustment allowances, home loans and farm loans. Educational provisions were printed in INFORMATION BULLETIN, Sept. 1944, pp. 64-65; for outline of law, see July 1944, p. 24.)

Veteran's Pension Not Cut To Meet GI Loan Payments

Deductions from a veteran's disability pension will not be made if he defaults on a loan obtained under the "GI Bill of Rights" unless there is evidence of intent to defraud, and not even then if collection can be made in any other way, the Veterans Administration has ruled.

In explaining a recent legal opinion on this, the Administrator of Veterans Affairs pointed out that "the law does require offset or recovery from pension or other payments if the loss is due to fraud on the part of the veteran. If, however, the veteran is without fault, deductions are not required if they would defeat the purpose of such payments or would be against equity or good conscience.

". . . No veteran need fear hardship through deductions from his pension, if he undertakes a loan obligation in good faith and any default thereon is not caused by fraud or similar fault on his part."

Veterans Can Get Homes Without a Down Payment

Federal financing now available to veterans makes it possible for them to buy new homes without having to put up a down payment, if the home costs $10,000 or less. The Federal Housing Administration insures the main loan, with Veterans Administration guaranteeing a second loan for the balance.

Under the "GI Bill of Rights," the eligible veteran may borrow 20% of the cost of a new home, up to a maximum loan of $2,000, in any case where FHA has made its standard loan of 80% of the purchase price. Veterans Administration guarantees this 20% loan in full (instead of only half the loan, as with most "GI Bill" loans).

The financing is arranged through banks or local agencies which handle the details of FHA and VA authorizations. Under agreement with the Veterans Administration, FHA passes on both loans, determining whether the purchase price is fair, the payments are in relationship to the veteran's anticipated income, and the property is suitable for dwelling purposes.

A veteran who buys a home on this plan has 20 years to repay the 20% guaranteed by Veterans Administration, and 20 to 25 years (depending on cost and type of house) to repay the 80% insured by FHA.

VETERANS ROUND-UP:

- How many veterans will enroll for college training after the war? Although some estimates have run as high as two million, a recent survey indicates a total nearer 650,000, says Dr. Raymond Walters, University of Cincinnati President. In his 25th annual survey of the nation's universities and colleges for "School and Society," education weekly, Dr. Walters said his estimate was based upon a sampling of 10,000 servicemen.
- During 1944 the number of veterans placed in jobs by the United States Employment Service more than doubled 1943's figure. For the first 11 months: 728,400 vs. 317,600. Veterans of the present war are currently accounting for about 75% of the jobs.
- Although OPA rent regulations provide that a tenant may not be evicted from a home for occupancy by a purchaser unless at least 20% of the purchase price has been paid, veterans buying homes under "GI Bill" loans guaranteed by the Veterans Administration do not have to meet this 20% requirement. Amendment was made to the regulations to eliminate possibility a veteran might be unable to obtain possession of housing purchased under aid provided by the GI Bill. This amendment applies for either the regular GI Bill loan or those made in conjunction with FHA loans (see story at top of this column).

THE BULLETIN BOARD

Hotel Reservation Desks Set Up for Personnel on Travel Orders and Leave

Hotel reservation desks to take care of naval personnel have been established in Chicago, New York, Philadelphia, San Francisco and Washington, D. C.

By arrangement with hotel associations, a number of rooms are made available daily in these cities for naval personnel. It has been requested that personnel avail themselves of the facilities of these agencies and make reservations through them. The Washington, D. C., desk is also able to obtain reservations in other cities for naval personnel traveling on orders or on leave. This out-of-town service is being conducted on an experimental basis at present.

In New York, the activity to contact is the Navy Housing Bureau, 3rd Naval District Headquarters, 90 Church St., phone Rector 2-9100, Ext. 209 or 458; in Philadelphia, 4th Naval District Staff Headquarters, Building No. 4, Navy Yard, phone Dewey 6300, Ext. 2699; in Chicago, Hotel Reservation Desk, 9th Naval District Welfare Office, Room 1025, 333 North Michigan Ave., phone Andover 5130; in San Francisco, the Billeting Assistant, 12th Naval District, 402 Grant Building, 7th and Market Sts., phone Market 3828, Ext. 785 or 566; in Washington, D.C., the Navy Housing Service, Room 2036, Building T-2, Navy Department, phone Republic 7400, Ext, 5271.

In seeking reservations personnel are requested to give the following information by telephone, dispatch or letter:

(a) Date and scheduled hour of arrival;

(b) Probable length of stay;

(c) Whether traveling on orders or leave;

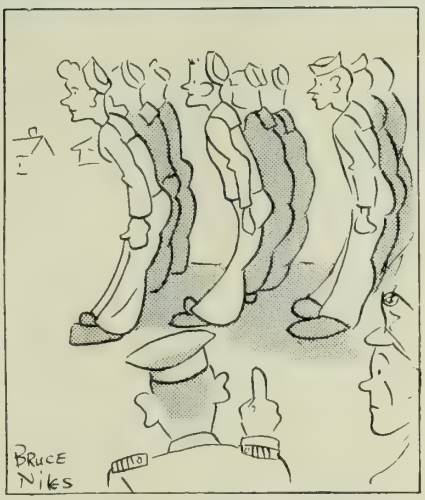
(d) Type of room desired.

In general, priorities will be given as follows:

1. Those on official orders;
2. Those returning from combat areas;
3. Those returning from duty beyond continental limits;
4. Those on leave.

Personnel of Jewish Faith To Get Passover Supplies

Prayer books for the Seder services and unleavened bread for the eight days of Passover, between sunset on 28 March and sunset on 5 April 1945, will be distributed to naval personnel of the Jewish faith by the National Jewish Welfare Board, under a plan announced by BuPers Circ. Ltr. 7-45 (NDB, 15 Jan. 1945, 45-31). COs will cooperate in the distribution of these supplies to personnel of the Jewish faith under their commands.



Square Knot (NT&DC, Camp Wallace, Tex.)

"I don't care if they did sleep in hammocks."

Commendation Letter To Be Awarded for Suggestions On Improving Efficiency

Letters of commendation, to become a part of an officer's jacket or an enlisted man's service record, will be awarded by the Chief of Naval Personnel to individuals who make suggestions judged to have sufficient value and merit in effecting improvements in the efficiency of personnel administration and accounting procedures.

The directive, BuPers Circ. Ltr. 366-44 (NDB, 15 Dec. 1944, 44-1397), which invites the submission of suggestions, points out that many procedures which are inefficient or time wasting appear to be minor in character, but when considered for the Navy as a whole assume major importance.

Suggestions, which may be sent to the Chief of Naval Personnel (Att: Pers-21511) via official channels, are particularly desired on any of the following general administrative subjects:

- The arrangement, content and/or use of forms.
- The content and value of manuals, instructive materials and reference volumes relating to personnel accounting and practices.
- The clarity and completeness of instructions and directives.
- Apparent duplications of effort in procedures or reports.
- Improvement in standard procedures or methods.
- Standard equipment used in connection with personnel accounting.

So that fullest use may be made of the experience of all hands, COs are urged by the directive to assist individuals in preparing suggestions for submission to BuPers.

Eligibility Requirements Changed for Membership in Military Order of Carabao

The Military Order of the Carabao, with headquarters in Washington, D. C., has recently amended its constitution to extend eligibility for membership to commissioned officers of all services now serving or who have served west of the International Date Line in the South Pacific where such duty is considered part of present operations to liberate the Philippines.

The organization dates from the early days of the acquisition of the Philippines by the U. S. It is purely a social organization for the purpose of perpetuating friendships made while serving the country in the Philippines.

Commissioned officers who have participated in land, sea or air operations in and around the immediate islands constituting the Philippine group will be eligible to join as "Veteran Carabaos," a class of membership heretofore reserved only for those who had served in the islands between 1 May 1898 and 4 July 1913.

Commissioned officers who have served west of the International Date Line and incident to the liberation of the archipelago, may join as "Amphibious Carabao," a membership recently created by the amendment to the constitution.

Other membership groups are: "Companero Carabaos," for those who served in the Philippines between 4 July 1913 and 6 Dec 1941; "Associate Carabaos," for accredited war correspondents with any of the forces engaged in liberating the islands (also conferred by the Order upon any male person who has rendered distinguished and valuable service to the nation); "Ternero Carabaos," for members' sons over 21 (if no son, eligibility passes on to nephew); and "Honorary Carabaos," for former and present Presidents of the U. S. and Governors General of the Philippines.

Interested personnel may write to the Military Order of the Carabao, 735 Woodward Building, Washington 5, D. C.

Chaser (NTC, Miami, Fla.)

THE BULLETIN BOARD

THE MONTH'S ALNAVS IN BRIEF

No. 225 — Announces incorporation of Subordinate Command Service Force Pacific Fleet into staff of Commander Western Sea Frontier, with resulting changes to be observed in handling of mail and dispatches.

Nos. 226, 227, 228—Contain Christmas greetings to armed forces.

No. 229—Directs ships' service activities afloat and ashore outside continental U. S. to obtain certain imported and rationed resale items through BuS&A effective 1 Jan. 1945.

No. 230—Calls for immediate forwarding of applications for flight training of enlisted men qualified in accordance with BuPers Circ. Ltr. 138-44 (NDB, 15 May 1944, 44-573); states that graduates of combat aircrewmen training and/or fleet-designated combat aircrewmen may apply while on temporary duty status and be transferred by selecting commands, without further authority, to fill assigned quotas.

No. 231—Deals with issuance of human plasma and serum albumin to ships, fleet marine force and activities outside continental U. S.

No. 232—Provides that Army personnel entitled to payment of expenses for travel aboard naval ships shall have mess bills paid under appropriation Pay Subsistence and Transportation Navy Subhead 12 instead of Naval Working Fund.

No. 233—Announces appointment of certain medical officers on active list of regular Navy and Naval Reserve, by name, to the grade of surgeon with the rank of lieutenant commander.

1945

No. 1—Announces appointment to next higher rank, to rank from 1 Jan. 1945, of those lieutenants (junior grade) and ensigns, line and staff corps, on active list of regular Navy whose dates of rank are within 2 Sept. 1943 and 1 Oct. 1943 inclusive, and of those lieutenants (junior grade) and ensigns, line and staff corps, of Naval Reserve and Women's Reserve whose dates of commencement of continuous active duty in their respective ranks are within the same period; also provides that Naval Reserve officers originally commissioned in A-V(N) classification who meet eligibility requirements of continuous active duty specified in this Alnav shall not consider such continuous active duty as having been interrupted by inactive duty (not in excess of one day) occasioned solely for purpose of effecting change in classification.

Ramp-Age (ATB, Coronado, Calif.)

"Hey, Morrissey, are you sure you gave me the right message?"

No. 2—Announces appointment to chief warrant rank for temporary service, to rank from 1 Jan. 1945, of those warrant officers on active list of regular Navy whose dates of rank are within the period of 2 Sept. 1943 to 1 Oct. 1943 inclusive, and of those warrant officers of Naval Reserve whose dates of commencement of continuous active duty are within same period.

No. 3—States that provisions of Alnav 208-44 (NDB, 30 Nov. 1944, 44-1311) on handling of beer and ale shall not apply to naval hospitals or on naval hospital reservations.

No. 4—States that orders to officers involving travel via air wholly outside of U. S. should not stipulate "per diem while in air travel status" nor refer to Alnav 166 (which defined air-travel status).

No. 5—Provides for submission to BuMed of finger impressions to facilitate identification of unknown bodies.

No. 6—Calls attention to inadequacy of pipe couplings on some CO_2 fire extinguishers, Stock No. 58-E-194, and directs immediate replacement.

No. 7—Directs forwarding personnel effects, including valuables, of deceased and missing personnel of Navy to OinC Naval Unit Personal Effects Distribution Center, Naval Supply Depot, Clearfield, Utah, from Pacific area and to OinC Naval Supply Depot, Scotia, N. Y., from Atlantic area; directs that such effects should not be forwarded to BuPers.

No. 8—Calls for applications by 1 June 1945 from Marine Corps Reserve aviators for transfer to regular Marine Corps during 1945. Candidates must have been less than 25 years of age upon completion of aviation cadet training and have prospects of completing by 30 June 1945 not less than 18 months continuous active service following completion of duty as aviation cadet. Officers who previously applied but were not selected must reapply.

No. 9—Changes definition of travel status in Article 2501 (c)(1)(*c*) of Navy Travel Instructions to provide that officers or enlisted personnel of or under training for NATS are not in travel status while on duty or training involving flying away from their permanent station.

No. 10—Establishes sources from which activities are to be furnished Identification Discharge Certificates for use in obtaining reduced one-way fares on buses and railroads upon discharge, release or retirement.

No. 11—Cancels BuPers Basegram 302005, June 1942, which authorized advancement of qualified men to sonarman and radarman third class without regard to vacancies in complement, authorized advancement to sonarman and radarman second class of qualified operators to fill vacancies in complement and authorized advancement of qualified sonar school graduates to sonarman third class upon graduation.

No. 12—States that resignations of members of regular and reserve Navy Nurse Corps will not be accepted and discharge accomplished solely because of marriage (see p. 72).

No. 13—Calls attention to regulations forbidding the quoting, verbatim, in unclassified orders portions of classified dispatches.

No. 14—Deals with payment of uniform gratuity (see page 75).

No. 15—States that pay accounts of Marine Corps personnel shall not be reported on Navy payroll and money list and gives instructions for handling them.

Rental-Allowance Rules Clarified for Officers Without Dependents

The U. S. Comptroller General has recently held that an officer without dependents on permanent or temporary duty at any station within or without the continental U. S., is on field duty and not entitled to rental allowance unless his orders specifically say that he was necessarily required to procure quarters at his own expense. The statement that no public quarters are available is not sufficient to entitle him to the allowance.

To eliminate any possible doubt as to entitlement to rental allowance where no Government quarters are available and conditions are such as to require an officer to secure quarters at his own expense, COs have therefore been advised by BuS&A ltr. dated 21 Dec. 1944 (NDB, 15 Jan. 1945, 45-45) to include the following recommended statement in the endorsement of such orders:

"No public quarters were available and none were assigned to you from (date) to (date), and during this period you were necessarily required to procure quarters at your own expense."

THE BULLETIN BOARD

Changes Made in Wave Uniform Regulations

The following changes in Wave uniform regulations have recently been approved:

- Wearing of gilt buttons, instead of blue plastic buttons, by CPOs on blue and white service jackets.
- Removal of blue service jacket indoors by officers and enlisted women, when authorized by the CO.
- Wearing of rating badge and seaman markings on the short-sleeved white shirt.
- Omission of tie when authorized by CO, within station limits and only when the jacket is removed.
- Optional use of black handbag shoulder strap when the gray working uniform is prescribed.

These changes, contained in a letter from the Chief of Naval Personnel, dated 28 Dec. 1944, to all naval activities in the U. S. and Commandant, 14th Naval District, are to be incorporated in change No. 6 of Uniform Regs, Women's Reserve, USNR. The regulation providing for gilt buttons for CPOs is made effective by the letter. The others go into effect upon issuance of change No. 6.

12-Gauge Shotgun Shells Available for Recreation

By arrangement of BuPers with BuOrd, 12-gauge shotgun shells No. 4 and No. 6 chilled shot are now available to ships and stations for recreational purposes. Procedure for obtaining them was announced by BuPers Circ. Ltr. 392-44 (NDB, 31 Dec., 44-1465).

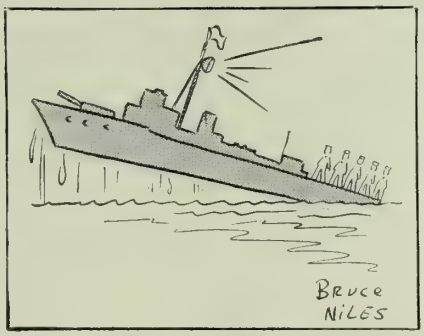
Distribution will be handled entirely by BuPers, and all orders must be forwarded by the CO to the Chief of Naval Personnel. Ships and outlying or isolated bases will be given first call on the limited supply of the shells wherever possible, after which orders from other naval activities will be filled. COs are requested to limit their orders to 50 shells per interested man per quarter.

Price is 60¢ per box of 25. Payment may be made from funds allocated under the appropriation, "Welfare and under the appropriation, "Welfare and Recreation, Navy," from funds avail- from non-appropriated ship or station welfare funds.

Since the shells require special packing and shipping, ample time should be allowed for delivery, and all orders should be placed well in advance.

Certain Cases with History Of Syphilis May Apply For Government Insurance

Revising its previous policy, the Veterans Administration will now, in certain cases, accept applications for Government insurance where evidence



Square Knot (NT&DC, Camp Wallace, Tex.)

"Belay that order to muster on the fantail."

shows syphilis has at one time been diagnosed. Granting of insurance will depend upon individual case history and the amount and type of treatment accorded.

In a letter to Secretary of the Navy Forrestal, in which the revised policy was made known, Brig. Gen. Frank T. Hines, Administrator of Veterans Affairs, advised that applications should be made on Form 350a, which should be returned to the Veterans Administration, Washington 25, D. C.

If a new application is completed, a new allotment should be registered with the officer having custody of the pay accounts to provide for payment of premiums. The month of first payment of the allotment must be the month prior to effective date, since premiums are paid in advance. Thus, if allotment is deducted in February, policy becomes effective in March.

All individuals whose applications had been rejected will be notified.

Quarterly Statement Shows Financial Aid Given to Ship's Service Activities

Principal use of the Ship's Service Contingent Fund since its establishment in April 1944 has been lending money to new ship's service activities, chiefly afloat, according to the regular quarterly report submitted last month to the Chief of Naval Personnel by the senior administrator of the fund.

The fund was established by BuPers Circ. Ltr. 117-44 (NDB, 30 April 1944, 44-498) as a means of protecting commanding officers and the Navy against financial difficulties arising out of liquidation of ship's service activities ashore and afloat, and to provide for aid and assistance generally to ship's service activities.

Receipts consist of money left upon liquidation of ship's service departments ashore and of remittances based on a percentage figure of total monthly gross sales from individual ship's service departments. The percentage remittances, however, have been temporarily suspended following those based on December 1944 sales.

The complete report for 1 April through 31 December 1944 follows:

RECEIPTS		
Assessments and Residual Funds Received		$1,747,243.58
Repayments on Loans Advanced		63,804.47
Interest Received on Investments		12.50
Total Receipts		$1,811,060.55
DISBURSEMENTS		
Loans Extended—		
To Ships and Fleet Commands (Ship's Service Departments)		$308,445.35
To Shore Stations (Ship's Service Departments)		80,650.00
Bank Exchange Charges & Box Rental		365.60
Expense in connection with Ship's Service Representative, Army Exchange Service,, New York		2,606.61
Premiums for Fidelity Bonds on Administrators		150.00
Payments to Creditors of Liquidated Ship's Service Departments		241.69
Total Disbursements		$392,459.25
Cash and Investments in U. S. Securities on hand 31 Dec. 1944		$1,418,601.30

Balance Sheet—31 December 1944

ASSETS		
Cash and Investments in U. S. Securities		$1,418,601.30
Loans Outstanding	$325,290.88	
Less Loan Remitted (Casualty of War)	800.00	
Net Loans Outstanding		324,490.88
Total Assets		$1,743,092.18
LIABILITIES		
Surplus (Reserve for the Purpose of the Fund)		$1,743,092.18

In the event of dissolution of the Fund, remaining assets will be distributed pro-rata to beneficiaries designated by the contributors.

Verified by the Auditing Board and Found Correct.
(Signed)
R. A. KOCH,
Capt., USN (Ret)
H. T. HEALY,
Lt. Cdr., USNR
C. J. WALTERS,
Lt. Cdr. (SC), USNR

(Signed)
T. J. O'BRIEN,
Capt., USN
Director of Welfare Bureau of Naval Personnel
Senior Administrator Ship's Service Contingent Fund
15 January 1945

Bulletin (NTC, Great Lakes, Ill.)

THIS MONTH'S COVERS

Gathering in their ready room aboard a Navy carrier following a strike at Manila Bay, aircrewmen trade stories of kills, near-hits and lucky misses. INSIDE FRONT COVER: White foam swirls across the deck of an Iowa class battleship as it moves with other ships (including Essex class carrier at left) of a Navy task force across the Pacific on a war mission (Official U. S. Navy photographs). OPPOSITE PAGE: Filipino natives, paddling out in their "banca boats" (outrigger canoes), greet an arriving LST. Poorly clad and undernourished from nearly three years of Jap domination, these people, rejoicing in their new freedom, warmly welcome each new-coming American ship, offering gifts to crewmen and clamoring their willingness to barter (Official U. S. Coast Guard photograph).

DISTRIBUTION OF THE INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as 43-1362 in the cumulative edition of Navy Department Bulletin) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the BuPers INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the INFORMATION BULLETIN has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required: requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly.

Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of two copies per unit, down to and including the company. Reuests from Marine Corps activities should be addressed to the Commandant.

FOR PERSONAL COPIES, SEE PAGE 70.

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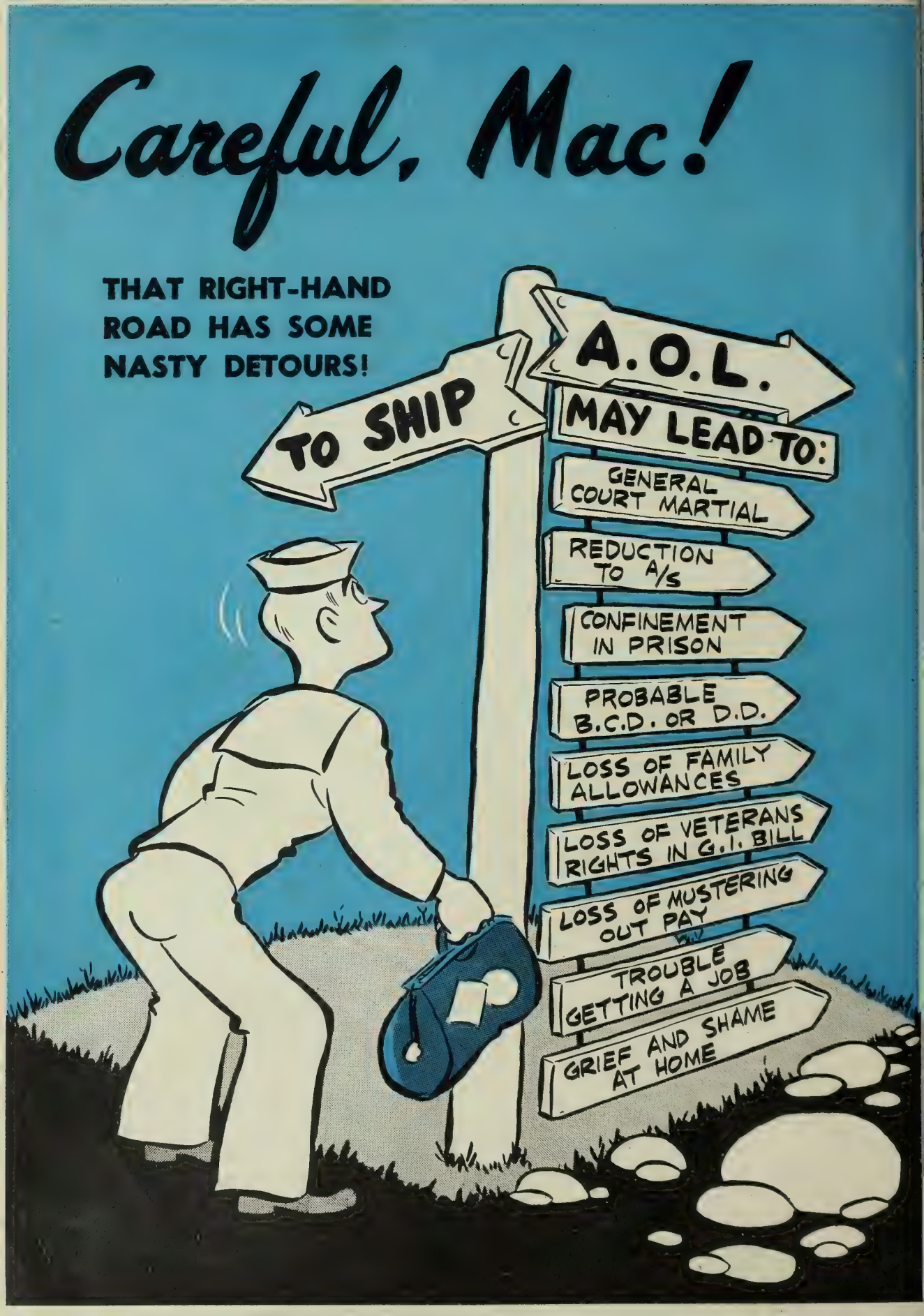
. . . PASS THIS ONE ALONG AFTER YOU HAVE READ IT

Careful, Mac!

THAT RIGHT-HAND ROAD HAS SOME NASTY DETOURS!



BUREAU OF NAVAL PERSONNEL

INFORMATION BULLETIN

MARCH 1945

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LUZON EXPRESS

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BUREAU OF NAVAL PERSONNEL

INFORMATION BULLETIN

MARCH 1945 NAVPERS-O NUMBER 336

VICE ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel

REAR ADMIRAL L. E. DENFELD, USN
The Assistant Chief of Naval Personnel

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This magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. By BuPers Circular Letter 162-43, distribution is to be effected to allow all hands easy access to each issue (see page 80). All activities should keep the Bureau informed of how many copies are required. All original material herein may be reprinted as desired.

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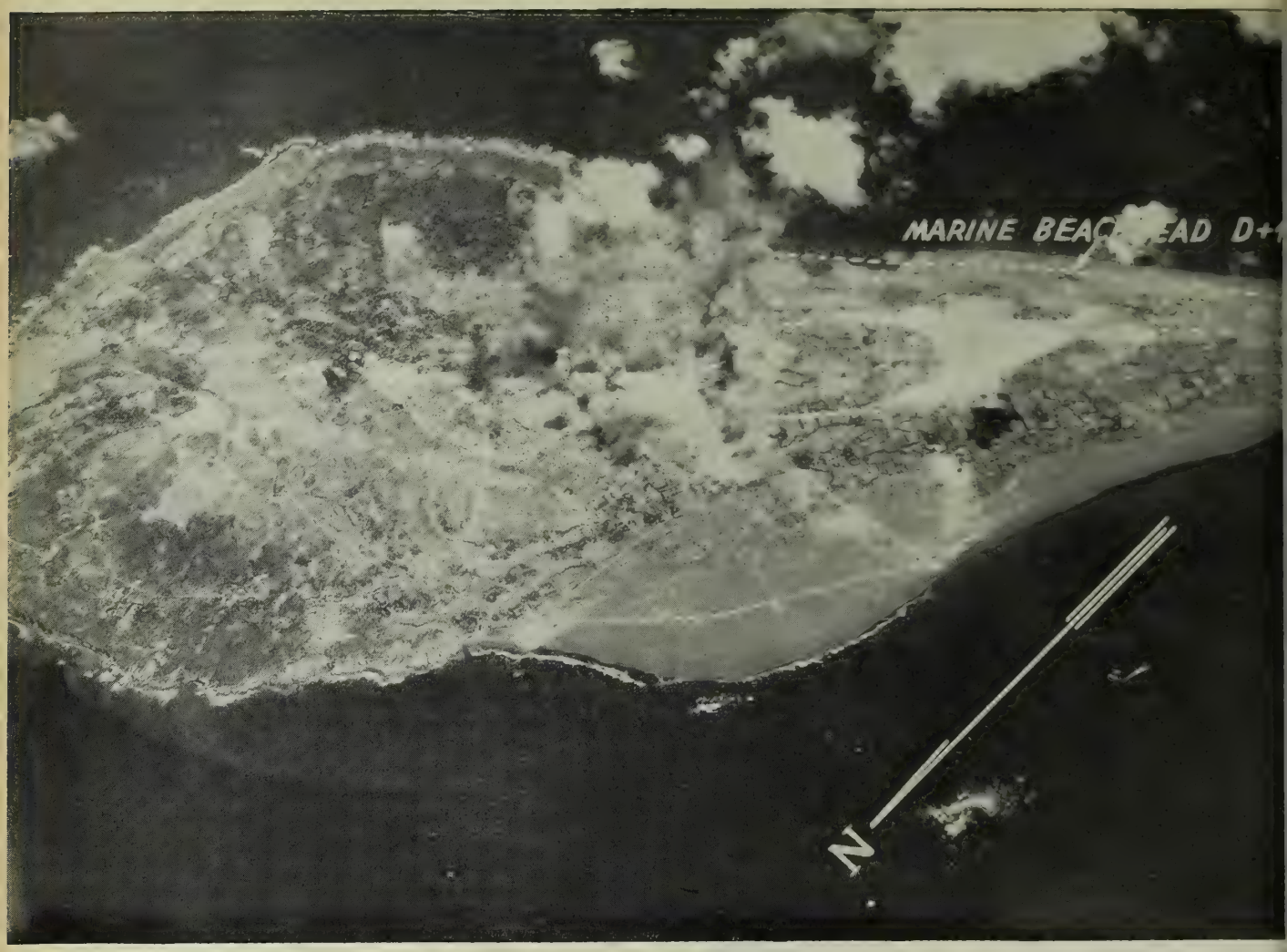


Official U. S. Army Air Forces pho

SMOKE OVER IWO billows up from Jap airstrip within fighter range of Tokyo during pre-invasion raid by U.S. bombe

NAVY PLANES HIT JAPAN; MARINES INVADE IWO

No bigger than a comma on the map, Iwo Jima flamed into a giant exclamation mark in the headlines last month: U. S. Marines were landed by the Navy on the volcanic dot on 18 February and planted the American flag within waving distance of the Jap homeland. The landings, involving more than 800 ships, climaxed 74 days of continuous pre-invasion bombardment by either ships or planes.

The invasion, bringing the vengeful vanguard of America's might to within only 652 nautical miles of Tokyo, was preceded by a spectacular two-day attack by carrier-based planes on the Jap capital itself on 16 and 17 February. Defying the Japs to come out and fight, the powerful 5th Fleet, commanded by Admiral Raymond A. Spruance, USN, and including famed Task Force 58, under command of Vice Admiral Marc A. Mitscher, USN, prowled only 300 miles off the Jap

ened the skies over the land of the Rising Sun.

No official figures on the size of the force that struck at Tokyo were revealed. But some hint of its tremendous strength could be gathered from the fact that correspondents were permitted to estimate the number of planes as high as 1,500 and to say that the carriers and other warships were strung out over a 200-mile stretch of water.

The furious assaults, by the Japs' own admissions, were concentrated on the honeycomb of airfields and military installations in and around Tokyo and Yokahama. They accomplished their purpose in neutralizing those airfields to prevent the enemy from rushing aerial aid to his garrison on Iwo.

"This operation has long been planned," Fleet Admiral Nimitz announced from his newly established advance headquarters on Guam, "and

the deeply cherished desire of every officer and man of the Pacific Fleet."

The Japs, of course, claimed they knew all along what was coming and that "enemy fleet movements have been observed during the past few days." But the results announced by Fleet Admiral Nimitz showed that they were definitely caught with their planes down.

Hailing the Tokyo attacks as a decisive victory and praising all hands on a superlatively well-done job, Fleet Admiral Nimitz revealed that, on the first day alone, the U.S. carrier planes shot down 332 Jap aircraft, destroyed 177 on the ground and probably destroyed at least 150 others. An unknown number were reported damaged the next day.

In addition, the raiders destroyed at least 14 enemy vessels, including an escort carrier, which went down by the bow and was left on its side at

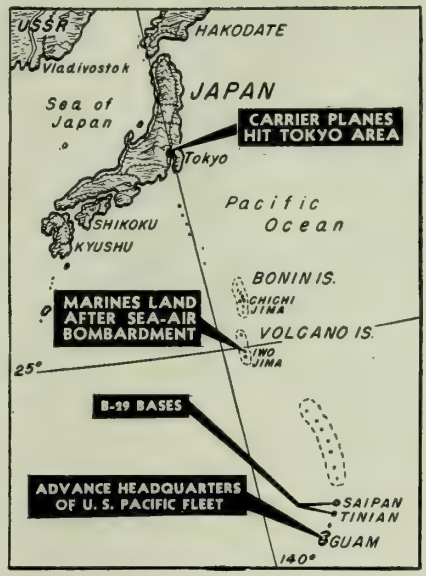
stroyer escorts. Twenty-two coastal vessels were damaged and numerous picket ships destroyed. Many shops and other installations at various airfields were destroyed, and the Naga aircraft factory and the Musashin, Tama and Tachigawa engine plants were heavily bombed.

Against all this, 49 of our planes were shot down and between 30 or 40 pilots lost. Not a one of our carriers or other warships was damaged during the two days.

Exciting ear and eye witness accounts of the raids were provided by a Navy observer in a B-29 of the 21st Bomber Command which circled over the city for hours on reconnaissance. He not only caught glimpses of smoking ruins below between shifting clouds, but also listened in on triumphant tete-a-tetes between naval pilots over their radios. He would hear one shout: "Field No. 5—there's 60 planes on it—give 'em hell!" Then another: "Field 85—there's 50 single-engine planes there—get 'em!"

The Japs said that the first day's raids lasted from about 0715 until after 1600. They didn't announce the duration of the second day's assaults.

Even as these raids were going on, Iwo Jima was being bombarded by another huge fleet under command of Vice Admiral Richmond K. Turner, USN, to soften it up for the marines. During the first day of bombardment,



15 February, Vice Admiral Turner's battleships and cruisers knocked out the enemy's big shore batteries and drove the Jap defenders from their beach defenses. Planes from carriers attached to his command, and B-29s and Army Liberators from Saipan, joined in the island assault.

The Japs made the usual absurd claims of catastrophic damage being inflicted upon our fleet, but Admiral Nimitz reported that only one warship was damaged by shore-battery fire during the bombardment before the landing.

The pre-invasion bombardment lasted until the morning of the fourth day, when the first wave of marines sped shoreward in landing craft. They promptly established a beachhead along the southeast shoreline and, as waves of reinforcements poured ashore, began fighting their way inland to the nearest of the island's airfields.

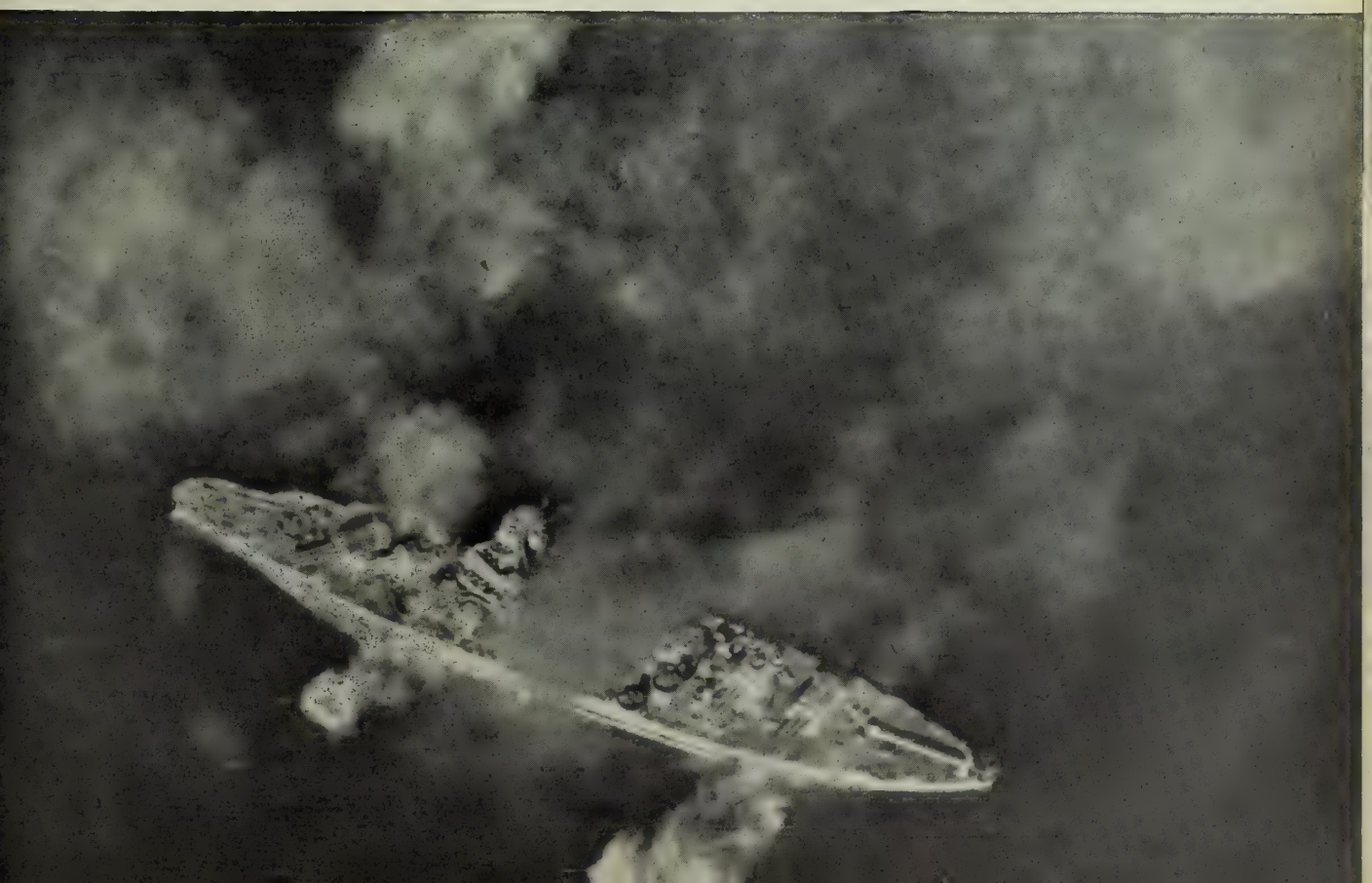
Despite the intensive and prolonged shelling and bombing, Jap resistance was strong. The defenders had dug into caves, and a bloody battle lay ahead. One observer from a scouting plane over the embattled island described it as "a fat pork chop sizzling in the skillet." The fleet continued to pour heavy fire into the island's cliffs, and planes roared endlessly overhead.

Iwo Jima, only five miles long and one-and-a-half miles wide at its broadest point, is a strategic prize.

It is "Halfway House" in the Pacific war now—about halfway between Tokyo and our B-29 bases in the Marianas. Capture of it not only deprives the Japs of a base from which to bomb these B-29 concentrations or intercept formations to and from the Jap home islands, but also provides us with a jumping off spot for medium bombers and fighters that will make it

BATTLESHIP GUNS helped soften Iwo. Newly released picture below shows USS Pennsylvania doing that at Guam.

Official U. S. Navy photograph



First Navy-Plane Strike at Japan Followed Pattern Of Previous Month's Carrier Raids on Asiatic Coast

TORPEDO BOMBERS from 3d Fleet roar over Indochina coast in January during two-week sweep that destroyed or damaged 200 Jap ships and 600 planes.

FUEL DUMPS along waterfront at Saigon go up in smoke from bomb fires.

Official U. S. Navy photographs

JAP MERCHANTMAN, victim of U.S. aerial torpedo, burns helplessly before

possible for us to give Japan what Germany has been getting—'round the clock bombing.

Iwo (Jima means island in Japanese) is the central and largest of the Volcano Islands. It looks like a miniature South America. It has no anchorage, freighters being forced to unload into lighters in seas that are generally rough. The island is formed by two volcanoes—Suribachi Yama in the southwest corner and Moto Yama in the northwest corner. The latter still emits steam and sulphur vapors, but the former is considered extinct. It provided the Japs with strong defensive positions against the attacks of the 5th Amphibious Marine Corps.

Lieut. Gen. Holland M. Smith, USMC, commanded the Marine expeditionary groups with Maj. Gen. Harry Schmidt, USMC, in command of the invading 5th Corps. First landings were made by the 4th Marine Division, under Maj. Gen. Clifton B. Cates, USMC, and the 5th Marine Division, under Maj. Gen. Keller E. Rockey, USMC. They were joined on the third day of the assault by the 3d Marine Division under Maj. Gen. Graves B. Erskine, USMC. Naval forces in immediate support of the landings were under command of Rear Admiral W. H. P. Blandy, USN.

By noon of the second day the marines had driven across the narrow tail of the island, taking an area that included the southern airfield. Jap defenders dug into the slopes of Mt. Suribachi, at the southern tip, were cut off from the main enemy forces but continued to rain machine-gun, small arms, mortar and rocket fire on the attackers for another day.

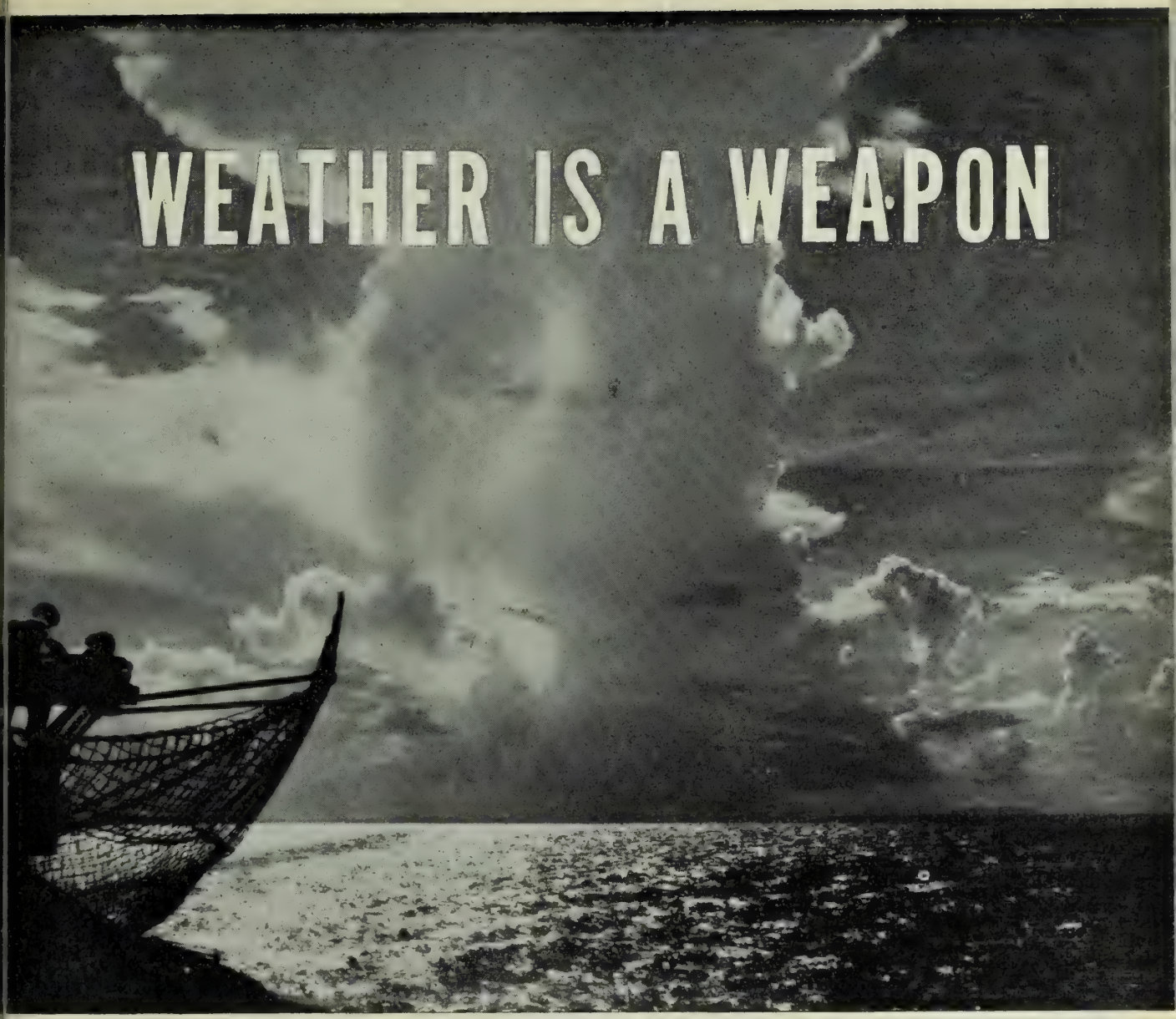
That night a Jap battalion counterattacked down a runway of the captured airfield but was beaten back by the 27th Marine Regiment. Fleet units supported the troops throughout the night with illumination and heavy gunfire, boosting the total weight of ammunition poured into Iwo by naval guns in less than a week to 8,000 tons.

Carrier aircraft made heavy bombing and strafing attacks on Jap defenses as the marines pushed ahead against the central airfield with tanks and flame throwers, and our night fighters broke up attempts by enemy planes from other bases to reach the island. Supplies, including artillery, continued to pour ashore despite mortar fire on the beaches and the handicap of very loose volcanic ash that, in some sectors, prevented the passage of wheeled vehicles.

Of an estimated 20,000 enemy troops on Iwo when the first Americans landed, our forces counted more than 850 dead in the first two days. U. S. casualties in the same period were 3,650, of whom 3,063 wounded were evacuated.

General Smith, veteran of Tarawa and Saipan, called the fight "the toughest we've run across in 168 years," and Fleet Admiral Nimitz said the enemy positions were as fanatically defended as any yet encountered in

WEATHER IS A WEAPON



Official U. S. Navy photograph

COVER FOR CARRIERS is provided by tropical showers, dark area at base of this towering cloud formation. After launching strike, carriers hide in storm until planes return.

Navy Uses Advance Dope on Pacific Storms To Plan and Strike Surprise Blows at Japs

By CAPT. HOWARD T. ORVILLE, USN
Officer in Charge, Aerology Section, Flight Division, DCNO (Air)

THE U. S. Navy has become increasingly weather conscious since December 1941 when the Japanese Fleet approached Pearl Harbor under cover of a cold front to deliver its devastating attack on our fleet and shore installations.

Complete details of just how we have used the weather factor in combat operations will remain secret until after the war is won, but the important role that the strategical and tactical use of operational weather information has played in every major naval engagement has been revealed repeatedly in communiques and press releases from the Pacific theater.

In our first offensive operations of the war in February 1942, Admiral Halsey made a hit-run raid on the Marshall and Gilbert Islands. He figured he could sneak up on the islands under cover of bad weather all right but he was afraid that, once he nest, he was likely to get stung before he could run away. So he wanted a zero-zero storm front in which to hide from Jap bombers while he made his getaway.

That's just what he got. When the raid was over, there was a storm waiting for him several miles away. He steamed into the storm and sailed under its protection for several hundred miles while the Jap wasps buzzed angrily, and futilely, around its outskirts.

Again, in August 1942, when we decided to seize Tulagi and Guadalcanal, the Japs had superiority in the air. We needed a combination of weather conditions which would prevent any planes from taking the air during the long approach of the task force, but would provide clear skies and calm seas on D day. We got it.

The huge task force moved in on the Solomons under the cover of an impenetrable roof of clouds. So complete was the screen that the ships approached undetected by a Jap air 24 hours. So perfect was the surprise that in one harbor 18 Jap seaplanes were caught like sitting ducks. Yet when the force arrived, the wind shifted, the skies cleared, and the landing troops had calm seas and perfect visibility.

And don't think that our use of the weather factor is limited to the tropics. The invasion of Attu in May 1943 serves to illustrate how we used weather to a tactical advantage in the northern latitudes. During the major portion of the year the Aleutians have about the stormiest weather in the world; during the rest of the time they're blanketed by fog. So when the invasion was planned it was decided to make the fog work for us.

Our amphibious forces arrived off the island in a dense fog and a calm sea. The thick blanket screened our warships from the Jap positions in the uplands so that it was possible to

FOGGY WEATHER screened U. S. landings at Attu. Troops and equipment were put ashore undetected by the Japs.

plete secrecy. The first the Jap knew of the invasion was when the heavy guns of the U. S. Fleet opened up on his positions.

Later, the fog lifted enough to allow our planes from a small carrier to spot Jap emplacements and direct the fire from the patrol craft to them.

Now let's see how we have used weather to our advantage in the past 12 months, starting with the offensive phase of the war in the Pacific when we started our giant strides of island hopping on the march that will end in Tokyo.

In February 1944 Vice Admiral Mitscher's fast carrier task force pulled a Pearl Harbor in reverse on the Japs when it sailed in behind a storm front and caught the Jap defenses at Truk totally unprepared to meet our devastating attack. The surprise achieved was so complete that before the Japs knew what had hit them they had lost a sizable portion of their air arm and their "Pearl Harbor" lay smoking in ruins.

From June to December 1944, beginning with our amphibious operations in the Marianas through Palau, Leyte and Mindoro, our fleet was constantly menaced by real or threatened typhoons. Admiral Nimitz has acknowledged that the Japanese have a defensive advantage during the typhoon season from June to December. But tions for the approach over thousands of miles of water to the landing beaches and for the initial assault landings on Saipan, Guam, Palau and Leyte.

From a weather standpoint our forces took it on the chin several times because of typhoons. We had to because of urgent operational commitments. In October Admiral Nimitz disclosed that the typhoon season was handicapping operations in the Pacific. Torrential rains and gale winds slowed our operations on Peleliu and again on Leyte and delayed landing of vital stores.

Later, and again due to the operational situation, a fast carrier task force of Admiral Halsey's 3d Fleet got caught in a typhoon of savage ferocity with winds to 90 knots, zero visibility and mountainous seas—conditions similar to the great hurricane of September 1944 that struck the Atlantic seaboard from Cape Hatteras to New England. In the typhoon we lost three destroyers.

But the typhoons haven't worked entirely to our disadvantage. In September 1944 a fast carrier task force moved in on Luzon under the protective cover of the outer edge of a typhoon that was moving northwestward. Carrier planes made an undetected approach on Manila. The re-

U. S. Pacific Fleet Communique of 24 September:

Carrier-based aircraft of the Pacific Fleet, continuing the smashing attack against the northern Philippines begun on 20 Sept., took an additional heavy toll of enemy planes, ships and ground installations on 21 Sept. Total destruction in the two-day strike was extensive and the enemy suffered heavily.

The following damage, part of which has been previously reported, was inflicted at and near Clark and Nichols Field in the Manila harbor area and the Cavite naval base during the two-day operations in southern Luzon:

Ships sunk: 40 classified as ships; six small craft.

Ships probably sunk: 11 classified as ships.

Ships damaged: 35 classified as ships; 11 small craft; two floating drydocks.

Aircraft destroyed: 169 shot down in combat; 188 planes destroyed on the ground.

Aircraft damaged: 45 planes probably damaged on the ground, three planes damaged by ships' gunfire.

Ground installations damaged and destroyed: extensive and widespread damage was done to buildings, warehouses, railroad equipment, oil storage tanks, harbor installations, hangars, shops and stored supplies and equipment.

Our own losses in this daring and highly successful strike were 11 planes in combat, 10 pilots and five aircrewmen. There was no loss or damage to any of our surface ships.

Note the fact that the Japs, apparently caught completely by surprise, didn't score on the surface ships that came in under the weather umbrella.

Three weeks later, in October 1944, the Pacific Fleet was aided by a ty-

AEROLOGISTS gather data, the ammunition which makes weather a weapon. Here two make observations on a BB.

the Ryukyu Islands. The Japs experienced the worst storm of the year just ahead of a big U. S. task force that was steaming to the attack in the wake of the typhoon. The fast carrier task force took advantage of the weather situation and moved in about two days behind the storm. With communications disrupted and storm and flood damage to military installations and aircraft, the Japs offered weak resistance against the American blows. Again the results in the Pacific Fleet communiques of 10 and 13 October:

Carrier-based aircraft of the Pacific Fleet swept over the Ryukyu Islands in great force on 9 Oct. All naval and merchant ships that could be found were attacked and severe damage was done to shore installations. Preliminary reports indicate that the following damage was inflicted on the enemy:

Sunk: one destroyer, one minesweeper, one submarine tender, two medium cargo ships, two small cargo ships and five coastal cargo ships.

Probably sunk: two medium cargo ships, four small cargo ships, one medium oil tanker and seven coastal cargo ships.

Damaged: three medium cargo ships, six small cargo ships, one destroyer, two small oil tankers.

In addition to the foregoing more than 20 luggers and other small craft were sunk or damaged.

Complete surprise was achieved in the attack. More than 75 enemy aircraft were destroyed on the ground. Fourteen enemy aircraft were shot down. Buildings and defense installations on the islands were severely bombed and strafed, and many were left burning.

Official U. S. Navy photographs

RAIN-LASHED planes on a carrier operating under cover of a squall are

The carrier task forces which conducted the attack are part of Admiral Halsey's 3d Fleet and the carriers are under the immediate command of Vice Admiral Marc A. Mitscher . . .

A preliminary resume of damage inflicted upon the Japanese in the two-day strike which began before dawn on 11 Oct., shows the following totals:

Enemy aircraft shot down: 221.

Enemy aircraft destroyed: 175.

Ships sunk: two large cargo ships, four medium cargo ships, nine small cargo ships, 12 coastal cargo ships.

Probably sunk: one large cargo ship, three medium cargo ships, three small cargo ships, one oil tanker, five coastal cargo ships, one minesweeper.

Damaged: six medium cargo ships, 15 small cargo ships, one large troop transport.

In addition to the foregoing, 37 small craft were sunk or damaged. We lost 45 planes in the two-day attack. Reports are not yet available as to flight personnel rescued.

Thus our Pacific Fleet capitalized on the weather in the western Pacific, and again our surface ships went unscathed. In the same way, bad weather was used to cover our fleet's approach for last month's carrier raid on Japan (see Pacific Fleet Communique No. 263, p. 55).

A picture of general weather conditions in the Pacific war theater—the area bounded by Guam, Ulithi and Mindanao on the south and Formosa and Japan proper to the north—was given recently in a press statement by Capt. W. M. Lockhart, USN, Pacific Fleet aerologist on the staff of Admiral Nimitz.

According to Captain Lockhart, who has had wide experience in the Aleutians and has been working with Pacific weather problems for the past 16 years, weather in the western Pacific theater is controlled largely by two factors: (1) the cold air masses over China, Manchukuo and eastern Siberia from November through March; (2) the warmer and moister air masses from the ocean which cover the area from April through October.

In winter months, the air over the cold Asiatic mainland is cold and heavy, and atmospheric pressure high. By contrast, the air masses over the western Pacific are warm, moist and give relatively low pressure. The cold air masses from the mainland, Captain Lockhart explained, move across the sea of Japan and the East China Sea toward Japan, the Ryukyus and Formosa, and southward to the equatorial belt, gathering moisture and heat as they go. The result is that sustained gales, driving surf, rain and sometimes snow lash the north and western portions of the islands. The storms usually spend their force in the mountains of Japan, so that over the southwestern slopes beyond, where Tokyo, Yokohama, Osaka, Kobe and other industrial targets are located, considerable winter sunshine and relatively light winds prevail.

The Formosa Straits, flanked on both sides by high land masses, become a chute for the cold air racing southward. Sixty-knot gales lasting up until eight days are frequent, affecting the northern side of Formosa. In the Ryukyus gales of 40 knots are characteristic. In calmer periods the prevailing wind is 20 to 25 knots.

These winter storms become northcloudiness, some showers and some surf, especially in the northern portions of the archipelago, and account for about 80% of the weather there.

However, the winter months are in general best for military operations in the northern Philippines, because of summer and autumn typhoons.

The prevailing factors in western Pacific weather are reversed in summer. The Asiatic mainland is hot, and the air above it warm and the atmospheric pressure low. In contrast, the air masses over the ocean are cool and moist, giving higher pressure, due to the relative coolness of the water surface. This cool air moves toward the hot low pressure area on the mainland. The prevailing wind is from the Japan and the Ryukyus are blanketed in fog, clouds, rain and winds, although the winds are not as extreme as in winter. Thus southside beaches throughout the western Pacific are subject to heavy surf in this season.

April and May, and September and October, are the periods of most changeable weather over Japan and the Ryukyus. Cyclones and shifting winds are apt to occur. However, three- or four-day periods of good weather are frequent; wind velocities are lower, and there is considerable opportunity to use weather as cover.

The other great factor in the weather of the western Pacific is typhoons. These storms, similar to the hurricanes of the Atlantic, decidedly

Sometimes Weather Is an

The Rescued . . .

Lt. Comdr. James A. Marks, USN, *skipper of the* USS Hull, *tells of the typhoon in which his ship and two other destroyers were lost during operations for the liberation of the Philippines:*

"We encountered rough weather the day before the storm. It continued rough throughout the night, and the following day it was intensified. At about 1000 a storm of typhoon proportions was indicated.

Lt. Comdr. Marks

"Suddenly the wind increased to about 100 knots; visibility was reduced almost to nothing. The danger was increased because the other ships in the area were having similar trouble. At about 1130 we realized that we were in really bad shape. The ship was rolling terrifically and was taking a terrible beating. Ammunition box covers were ripped off and depth charges were torn loose by the sea. Other ships were losing men overboard when they tried to secure loose gear.

"Our power had been lost momentarily, but was restored by the magnificent work of the engineering crew. The ship's radio was out. At 1230 I told the men to be sure they had their life jackets on and to prepare for anything. The men were wonderful! They stuck to their jobs. I have recommended several of them for decorations, especially the engine room gang, who secured the engine rooms and prevented explosions.

"Early in the afternoon the ship was on her side, but we stuck to the ship because it didn't seem possible anyone could live in those waters. Finally, she began to sink. We all shook hands, thinking it was the end for us. Then as many of us as could make it stripped off into the water.

"Miraculously, some life rafts did survive the sea but many men just tossed around in the water. That night a lookout on a destroyer escort spotted some of our men, who told of the ship's sinking. The DE searched all night and, with other ships in the area, picked up survivors of the *Hull* who were strewn over a 25-mile area. Some of the men were nibbled at by sharks. Early the next morning, after 20 hours in the water, I was picked up by the DE.

"I had been through tough weather in the North Atlantic, but nothing like this storm. The ship and the crew stood up wonderfully, but they never had a chance in that sea."

The Rescuers . . .

Of three destroyer crews that lost their ships in the December typhoon which battered a Navy task force operating in the Western Pacific, only 91 men survived. Most of them are alive thanks to the rescue efforts of the destroyer escort USS *Tabberer*, which picked up 55 men from the ill-fated *Hull* and *Spence*. The six enlisted men who survived the sinking of the third ship, the *Monaghan*, were rescued by the USS *Brown*.

The *Tabberer*, commanded by Lt. Comdr. Henry L. Plage, USNR, 29-year-old Georgian, was caught without warning by the storm as she protected larger ships refueling. She lost contact with other ships in her group when the gale ripped her mast and radio antennae. Visibility was zero and at one time the ship rolled to a 72-degree angle. All hands were ordered off the weather deck as the ship moved helplessly off her course. About two hours later, when visibility cleared, they contacted a destroyer by blinker signal and proceeded to a rendezvous.

While the storm raged on, Chief Radioman Ralph E. Tucker, USNR, of Somerville, Mass., went on deck to repair the radio antennae. Quite by accident Tucker spotted the first survivor. He saw a dim light in the water and yelled "Man overboard!" A man from the *Hull* was pulled aboard.

Enemy Too

The rendezvous plan was abandoned. "We decided to stay on the search," Lieutenant Commander Plage explained afterward. "because we were no good to the fleet, anyway, without communications. We turned on our searchlights and through the night picked up 12 men, all from the *Hull*. The next day, we picked up the *Hull's* commanding officer, Lt. Comdr. James A. Marks, USN, of Washington, D. C. He was in a weakened condition and had to be dragged aboard."

Plage praised the courage of Louis A. Purvis, BM1c, USNR, of Chatham, N. J., who volunteered to go over the side to help exhausted survivors aboard. At one time the line tied to Purvis became fouled in the ship's underwater gear and dragged him under three times as the ship rolled. Purvis freed himself from his jacket and line on the third time and swam completely under the ship, coming up on the other side. "After we dragged him aboard and pumped him out," said the *Tabberer's* skipper, "he was as good as new."

The ship's gunnery officer, Lieut. Howard J. Korth, USNR, Bay City, Mich., former Notre Dame football player and powerful swimmer, teamed up with Purvis in the water as a two-man rescue squad, helping exhausted survivors up and aboard the ship.

Next afternoon an officer from the *Hull* was sighted floating about 60 feet from the *Tabberer*. Circling him was a large shark, apparently waiting for an opportune moment to attack. Men aboard the *Tabberer* called to the officer to swim to the ship.

"We broke out tommy guns," Plage relates, "and began firing to scare the shark away, but it kept closing in. The man in the water was too exhausted to swim. My executive officer, Lieut. Robert M. Surdam, USNR, of Hoosick Falls, N. Y., dove in and brought the officer to the ship finally. Robert L. Cotton, TM1c, USNR, Cheyenne, Wyo., dove in to help Surdam.

"Later the same day we discovered a group of seven men clinging together. We brought them aboard and found that they were from the *Hull* and had been in the water over 26 hours. The only officer in the group was Lt. (jg) George Sharp, USNR, of Washington, D. C., son of Rear Admiral Alexander Sharp, USN, Commander Minecraft, Pacific. Lieutenant Sharp had ordered the men to group together, for he knew they would be more easily seen than if they were scattered. We probably wouldn't have seen them if they hadn't grouped. One of the enlisted men in the group was in the water the entire 26 hours without a lifejacket, yet he climbed aboard without assistance."

Official U. S. Navy photograph

ALIVE AND WELL after their ships went down in a raging typhoon, these men were among 55 survivors of the Hull and Spence rescued by the Tabberer.

During the second night, the crew volunteered to keep all-night vigil in hope of finding more survivors. A few more were picked up. Then the *Tabberer* managed to reestablish contact with its task force with an emergency radio set. She gave a friendly signal none too soon, for the task force, it was learned later, was just about to fire on her.

En route to port with her survivors, the *Tabberer* picked up a life raft with 10 men from the *Spence*. The raft originally had 26 aboard, but 16 had been washed overboard. The survivors received medical attention from Lt. (jg) Frank W. Cleary, (MC) USNR, the ship's doctor, of Burlingame, Calif., on his first tour of sea duty.

Of Lieutenant Commander Plage, who stayed on the bridge the entire two nights and three days, Lieutenant Surdam said, "His eyes looked worse than any of the survivors."

Plage, awarded the Legion of Merit for his work directing the rescues, praised his men. "I'm especially proud of my crew, because most of them were greenhorns to the sea. Their seamanship during the typhoon and their presence of mind during those dangerous rescues were amazing, considering that most of the men were working on farms and in cities as civilians just about two years ago."

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the air or on the land during a 60- or 70-knot gale.

Typhoons originate in the "equatorial weather belt" where the northeast trade winds from the northern hemisphere meet southwest trade winds moving northward from the southern hemisphere. In the front where they collide, winds, heavy rains, clouds and thunderstorms result and sometime typhoons form.

Aerologists have not yet found out what causes typhoons, so they cannot predict when one will start. But when one does start, they can predict pretty well its course and speed.

The typical typhoon in the Far East starts between 5° N to 15° N latitude (variable with the seasons) and moves northwest through the Palau-Marianas area to a point eastward of the Philippines. During winter or spring it normally would move from there to the East China Sea. During the summer it would probably move north toward the Ryukyus and from there to the northeast, just skirting the southern coast of Japan. In late summer or autumn it would be likely to head for the Philippines or Formosa.

Our offensive forces are operating in the area where typhoons are most forceful and frequent. This is shown by statistics on the "normal" number of typhoons:

November—2	May—1
December—1	June—1
January—1	July—3
February—0 to 1	August—3
March—1	September—4
April—1	October—3

To provide the fleet and air forces with adequate data on the weather, the fleet aerological staff, of which Captain Lockhart is chief, uses Pacific weather records going back 100 years, and a vast fund of recent scientific experiences. Each day hundreds of airplanes, ships and weather stations scattered throughout the Pacific expanse send in radio reports of the weather they find. This information is carefully recorded on weather maps. With reports arriving continually, it is possible to trace a pattern of weather developments and to forecast for operations. Each important organization afloat has aerologists attached. Their job is to take information provided and apply it to the particular air strike, beach assault, or other operation scheduled.

BEACHHEADS TO

SPEARHEAD for the assault on Luzon's beaches was the armed might of Vice Admiral Thomas C. Kinkaid's 7th Fleet. One of the battleships and a formation of destroyers tha took part in the operation are pictured as they moved int

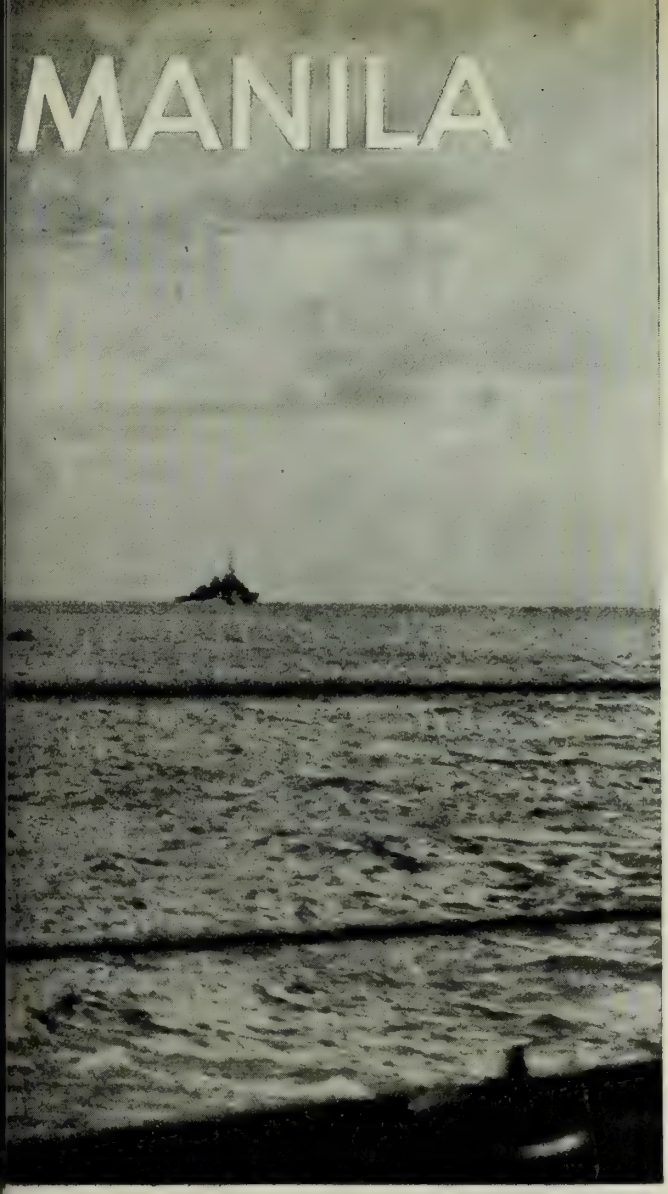
Official U. S. Navy photograph

SMOKE belches from a 7th Fleet heavyweight throwing knockout punches at the Jap defenses dug in on Luzon coast.

Official U. S. Coast Guard photograp

WALLOWING through the South China Sea, LSTs, boxcar of task force, brought up men and equipment for the push

MANILA



Official U. S. Navy photograph

ngayen Gulf. These are the ships that laid down a
stering bombardment, the spade work for the beachhead.

Official U. S. Navy photograph

MBRELLA of flak was put up when Jap bombers tried to
t at the American invasion armada inside Lingayen Gulf.

Official U. S. Navy photograph

SALVO from a battleship's guns hangs out a wreath as shells are pumped into the Japanese shore defenses on Luzon.

Official U. S. Coast Guard photograph

FIRST WAVES of Yank troops climbed down cargo nets into landing barges while the fleet was concluding its barrage.

Official U. S. Coast Guard photograph

JUBILANT NATIVES, who had been waiting three years for the return of Americans to Luzon and release from the yoke of Jap conquerors, swarmed across the beach to welcome Yanks. Japs fled north to mountains, south to Manila.

Official U. S. Navy photograph

OLONGAPO landings were carried out without loss of a man, ship or plane. Children watched supplies unloaded.

Official U. S. Coast Guard photograph

GASOLINE drums by hundreds were brought in by motor powered pontoon barges and rolled through surf to beach

Official U. S. Navy photograph

NLOADING supplies at Olongapo beachhead was sped y helpful Filipinos. This beachhead, just west of Manila, was established to capture the naval base at Olongapo and to keep the Japs from holing up in Bataan Peninsula.

Official U. S. Coast Guard photograph

KIRTS rustled amid noise of battle as Filipino woman curried to safety past Yanks skirmishing with Jap snipers.

Official U. S. Navy photograph

OUCH! was Filipino girl's reaction to treatment Seabees' pharmacist's mate gave cut. Afterward she was grateful.

What Movies do Navy Men Want?

Official U. S. Navy photograph

Here are the men who know the answer. Scene: The fantail of a Navy cruiser with crewmen gathered for a movie session.

SURVEYS of Navy men all over the world—in the Pacific, Atlantic, Caribbean and U. S.—show that they pretty much agree on the subject of movies. Asked what's their favorite type of film, the answer comes out:

1st choice: MUSICALS
2d choice: COMEDIES
3rd choice: DRAMAS
4th choice: MYSTERIES

Ask them what kind of movies they *don't* like and the agreement is practically unanimous: they don't want WAR movies!

If a show has good music, songs and dancing, it's tops. If a show has laughs, it's tops. And if it has music *and* laughs, it's a super-dooper.

Here are some other preferences turned up by the surveys, which were conducted by the Navy as a guide in its selection of movies for distribution:

- Most men in the Navy would like to have some of the outstanding pictures of recent years brought back so they could see them again.
- As between an outstanding old picture and a second-rate new one, they'll take the old one.
- Happy endings are preferred.
- Favorite choice: *any* Bob Hope or Bing Crosby picture.
- Pictures in Technicolor are highly enjoyed.
- Short subjects are preferred to old newsreels.
- They like GIRLS!!!

In addition to war pictures, which came last in practically every poll, the verdict was also thumbs down on:

- "Propaganda" pictures.
- Morbid or unhappy endings.
- Poor western cowboy pictures.
- Out-of-date newsreels.

Why the big preference for musicals and comedies? Some of the comments were: "Comedy pictures help us forget our worries of home and war" . . . "Most of the fellows like something cheerful like a good comedy or musical" . . . "Comedies and musicals help us forget, if only for a while, that we are far away from those we love" . . . "People enjoy a good laugh during a picture and being entertained by good music and acts. After all, you go to the movies primarily for amusement rather than to get sad or bored."

After seeing *Top Hat*, with Fred Astaire and Ginger Rogers, one man wrote, "Good old musicals. I love 'em!" After seeing *It Happened One Night*, men wrote: "That Colbert-Gable combination is always reliable" . . . "She (Colbert) has what it takes."

Which brings up one of the most important reasons given for liking musicals: "Musicals have lots of women, so I say more musicals." Another man voted for "Lots of legs." To a third, the answer was absurdly simple: "Most sailors want to see women, right?"

Reasons given for not liking certain pictures were brief and to the point, often one word such as "corny," "dull" or "crummy." Longer versions of this were "OK if you had nothing else to do" or "The kind you go late to in civilian life to miss." One man gave as his only reason for enjoying a certain western, "It was cold in the barracks that night."

Although all hands agreed on not wanting war pictures, there were some minor variations. The dislike of them was greatest in the Pacific. In the Caribbean, war pix still got thumbs down but not so vehemently. In the U. S. there were two sharply divided reactions: men at a naval air station, with overseas service still ahead of them, showed only a mild reaction against war pictures; men at a naval hospital,

. . . Musicals with Girls

Judy Garland and Tom Drake in "Meet Me in St. Louis"

who had had their stomach full of it, voted strongly against them.

Typical comments were: "Keep out pictures with war in them" . . . "Give us more musicals and less war movies" . . . "A war picture is all right if it has a few laughs in it, but if it is one that is made up to make the people at home buy more war bonds, I don't go for it."

Another type of film that isn't wanted is the out-of-date newsreel. As to Why Newsreels Get Out of Date, checks on hoarding of films by some ships and stations reveal that pictures have been held by a single activity as long as five or six months, and in one case 240 days. A motion picture officer boarded one vessel in port and took off 47 programs!

Instead of old newsreels, men would rather see more short subjects. One survey took a poll of various types of shorts, to find out their comparative popularity. Using a point system of 3 points for first choice, 2 for second and 1 for third, it came out like this:

Cartoons	2086
Comedies	1264
Musicals	832
Sports	754
Novelties	388
Community sings	271
Documentary	266

To get representative comments, the surveys were made in various parts of the world where Navy men are stationed. Three surveys last year were made in the Pacific, in the New Guinea area: at the New Guinea Music Hall, in Ladava; the Music Hall at Gamadodo, and at Finschhafen. In the Caribbean, three surveys were made at Guantanamo Bay, in Cuba: at the naval operating base theater, the Marine Corps base theater, and the naval air station theater. Surveys were also made among ships of the Atlantic Fleet and, in the U. S., at the naval air station, Anacostia, and the national naval medical center, Bethesda.

Although all surveys checked preferences for various types of movies, some were developed along specific lines to find out whether Navy men would prefer outstanding old pictures to second-rate new ones. At three places, men were shown a series of ten pictures on successive nights. Five of the pictures were old, five new. When the votes were totaled, the four top-ranking choices were all older pictures. The average rating the men gave the second-rate new films was 2.3; for the outstanding old films, the average was 3.1—almost 50% higher.

4.0 (PRACTICALLY): Good example of what the fleet wants in movies is "The Princess and the Pirate," which has (a) girls, (b) music, (c) comedy, (d) action, (e) Bob Hope and (f) girls. The one here is Virginia Mayo. All that's missing to make this scene perfect 4.0 is Bing Crosby.

On all surveys, there was room to indicate choices of old pictures you would like to see again. Here are 26 outstanding pictures of former years that Navy men voted for:

Alexander's Ragtime Band
Captain Blood
East Side of Heaven
Gunga Din
Holiday Inn
In Old Chicago
It Happened One Night
Gone With the Wind
Lost Horizon
Mr. Smith Goes to Washington
Mutiny on the Bounty
Naughty Marietta
Northwest Mounted Police
100 Men and a Girl
The Plainsman
Road to Morocco
Roberta
Ruggles of Red Gap
San Francisco
The Star Maker
Top Hat
Trail of the Lonesome Pine
Union Pacific
Waikiki Wedding
Wells Fargo
You Can't Take It With You

This list includes many of the types of films that rank high with Navy men —musicals, comedies, dramas, mysteries, pictures with "plenty of action," Bing Crosby and Bob Hope pictures, and some which ranked among the "Best Ten" film choices in their respective years.

The Navy is now taking steps toward obtaining 25 of these 26 films for reissue, if possible. The exception is one of the most popular films of all with Navy men, *Gone With the*

(Continued on page 72)

. . . Comedies with Girls

Abbott & Costello with Peggy Ryan: "Here Come the Co-Eds"

. . . Dramas with Girls

Fredric March, Betty Field in "Tomorrow the World"

. . . Mysteries with Girls

William Powell and Myrna Loy in "The Thin Man Goes Home"

—*Eyewitness Report*—

'Battleships Opened Up...'

The following account of our victory in the Battle of Surigao Strait on 24 Oct. 1944 was written by Lieut. William C. Thomas, (ChC) USNR, who served aboard a light cruiser of the U. S. force that sank two enemy battleships, two or three cruisers and half a dozen destroyers in the action he describes here.

IT was late afternoon of another blistering hot day somewhere in the Philippines when word was flashed to our task force that the Japanese fleet was on the move and a huge naval engagement might be expected within a matter of hours. Immediately officers and men alike tensed at the thought; Jap air raids were no longer important, merely a nuisance compared to this exciting adventure.

The ship took on an air of its own as if feeling the pulse of its crew, as if waiting majestically for this long-sought chance to prove her worth.

With the usual dusk alert over and the sun sinking into the depths, ammunition was hastily loaded on deck and stowed into rows to await the advancing enemy.

The dinner hour was strangely quiet as each man pondered over what the future might hold for him. It isn't easy to acquire a philosophy when danger springs up as quickly and as quietly as this one had. Word was passed visually to our ship of the strength and size of the Japanese fleet we were to meet, so all hands were aware of the problem facing us.

Our own force consisted of battleships, cruisers, destroyers—strategically reenforced by a sizable number of PT boats serving as spotters. The 7th Fleet, in its first major show after many months of bombardments in the New Guinea area, was on the spot. Jap units were heavy warships with an untold number of destroyers—they were advancing from the south, with the objective of knocking the American forces from newly won Leyte Gulf. They had long boasted of their one big strike to destroy the American fleet, and here it was. The fate of the Philippines hung in the balance.

Seventh Fleet ships got under way and gradually took on their battle lines shortly after sunset. Most of the crew was on deck, feigning nonchalance, waiting for the call to their battle stations. Time dragged. Hours passed, until it began to look once more as if the Japs had turned tail and run. The mid-watch came as usual and everyone became uneasy at the delay. Under a full moon our ships were clearly visible, powerful-looking as they glided through the calm sea in search of the enemy.

Suddenly the word went out that our spotting boats had picked up the targets. It was now 0130, and the Japs could be expected within an hour. The PTs, not satisfied with merely spotting the enemy, set about to attack him, firing torpedoes at any ship they spied. One David even ventured to strafe a battleship with his 40-mm.

Still the Nip fleet came on, intent on its aim to destroy our fleet once and for all. Our leading destroyers picked them up several miles away and passed the word. Already the guns were beginning to train out, getting the range for the first salvo, the most important thing in an engagement such as this. Few on the ship had ever witnessed a naval battle before, yet all handled themselves like veterans.

Ranges and bearings on the enemy ships kept coming in quick succession. Seventh Fleet ships were ready and eager as the Japs edged closer, and any second the big guns of one of the fleets were going to open fire.

At 0352 our battleships opened up, the cue for all ships to let go. Tracer shells arched out at the surprised enemy as ships seemed to fire from every conceivable angle. A Jap battleship was the main target and shells landed around it in a never-ending stream. The first salvos were near misses as gunners tried to get the exact range. After that there was no missing. Every ship poured shell after shell into the flaming warship, until the blaze lit up the horizon for miles.

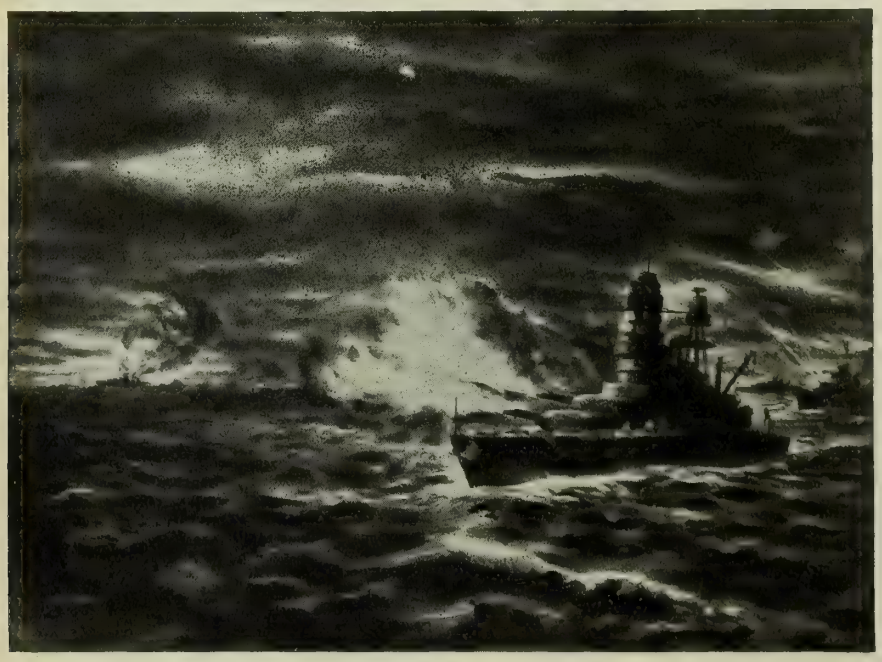
Meanwhile the mighty mites of the force were doing their part. Destroyers darted down either side of the strait after the cruisers and other battleships, launching their torpedoes well into the enemy battle lines. Flames leaping miles ahead of our main body told how well they were succeeding. Another battleship burst into flames, then a cruiser. By now the American warships were picking out other likely targets, arching shells that seldom missed. Once our destroyers got in so close to the enemy that we were forced to cease firing until they got out of the way.

Vice Admiral Jesse B. Oldendorf, USN, Commander Support Force, 7th Fleet, in the action described on this page: "My theory was that of the old-time gambler — never give a sucker a chance. If the Jap was sucker enough to come through the straits, I wasn't going to give him a chance. . . . It was the kind of naval battle you dream about. We had them under crossfire and were able to hit them with guns and torpedoes at the same time."

For forty-five minutes the Japs refused to admit defeat but finally, after finding their major ships aflame and sinking, the few remaining destroyers launched their torpedoes and fled south. Their aim poor in their haste, the tin fish passed wildly through the conquering force. The Japs were done.

Early the following morning, we set about to find the actual damage our ships had done. Jap ships ablaze on the horizon belched smoke thousands of feet in the air. As we came upon them, destroyers turned their guns on the cripples to finish them off so they would never again menace the American fleet. Hundreds of American eyes got the thrill of their lifetime when a great salvo burst into what was once a proud Japanese battleship and sank it. The inferno that was blackening the sky two seconds before disappeared. Other destroyers were busy further ahead polishing off the remains of other ships.

All hands were tired, but supremely happy, after a hectic night. One of the greatest victories in naval history was ours and we knew it, and it was a proud crew that lay down to the mess compartments for breakfast.



"Every ship poured shell after shell into the blazing warship . . ."

MEMO FOR A MAN GOING ON LEAVE

THERE probably isn't a happier man alive than a bluejacket with a leave pass tucked under his jumper. And happy men, like happy ships, are good fighters. That's why the Navy wants you to have your leave.

Sometimes, at remote overseas bases or on prolonged errands of Jap-hunting, it just isn't possible to give you the vacation you've earned. But, even though postponed, it's piling up toward that day when your skipper can speak those honeyed words and hand you that magic slip of paper.

To make certain that you'll rate as much time off as the next guy, the Navy has established policies on leave for the guidance of your skipper. These are summarized on p. 19.

To help make that leave a good one —for you and for the Navy—we've got together the following tips, including references to articles printed in the INFORMATION BULLETIN during the last year and to official directives available on all ships and stations.

Guide to the U.S.

Yes, after sweating it out so long, you'll find some things back home changed a little. Gasoline for your jaloppy isn't as plentiful as it was, although the ration board takes good care of servicemen on leave. The corner drugstore will not have all the things you can get at your ship's service. And even though your mother, wife or best girl friend has been saving ration points for your homecoming, the steaks and chops she serves may not be as thick or as frequent as the ones you got aboard your own ship.

Maybe you won't like the crowded trains, or the way you have to line up to buy a pack of cigarets, or all the other inconveniences of a nation geared for total war. And maybe you'll feel a little bitter about some of the men you see in civvies. But before you get too hot under the collar, Mac, remember this: a lot of those men you see in civvies these days know Guadalcanal or Tarawa or the Rhine Valley —only you won't know it because they've left their Purple Hearts home in the bureau drawer. Or they have jobs in vital war plants—or are 4Fs whom the Army or Navy wouldn't take.

But Stateside, when you get the leave you've been counting on, you'll find people are deeply appreciative of all the things you've done—and ready to welcome you back with a warm hand and open heart.

Travel

Get your ticket *before* you board the train or bus. It will save time and talk. Hang on to your luggage—and, just in case, put an envelope *inside* each piece of luggage with this information: your full name, USN or USNR, your serial number, address and destination (BuPers Circ. Ltr. 52-44; NDB, Jan.-June 1944, 44-233). It's also a good idea to put the same information on a durable tag securely attached to your luggage. Thousands of unclaimed seabags and suitcases will never get back to their owners because they failed to heed this innocent warning.

Buy a round-trip ticket—then, no matter how broke you are when your leave is over, you'll be able to get back to your ship or station. If you're traveling by coach, the "furlough" rate, which you can get by showing your leave papers, will save you money (BuPers Circ. Ltr. 149-42; NDB, cum. ed. 1943, 42-905). If you're reporting to another seaboard station upon expiration of your leave, buy an "open-gap furlough ticket"—a one-way reduced fare from starting point to leave destination, with stop-over privilege, and then to the point where you are to report (BuPers Circ. Ltr. 154-41; NDB, cum. ed. 1943, 41-2063).

Inquire about special trains—such as the all-coach "Furloughee Challenger" operated by the Southern Pacific Railroad exclusively for service personnel and members of their immediate families, which leaves San Francisco Ferry at 1830 daily (INFORMATION BULLETIN, Feb. 1945, p. 74).

If you're traveling by air, you can get a Class 4 priority on commercial aircraft providing: (1) you're on leave from overseas and scheduled to return overseas upon completion of your leave, (2) in a unit earmarked or alerted for duty outside the continental U. S. and granted last leave prior to departure, or (3) granted emergency leave due to death or serious illness of a member of immediate fam-

Practical Tips on How to Make the Most Of Those Days That Will Be All Your Own

ily (BuPers Circ. Ltr. 89-44; NDB, Jan.-June 1944, 44-375).

You're eligible for the same priority for travel on commercial planes to and from Central and South America and the Caribbean area if you're: (1) on leave and stationed in the U. S. and wish to travel to and from your home outside the U. S. or (2) stationed south of the border and wish to travel on leave to the U. S. and then return to your station (BuPers Circ. Ltr. 37-45; NDB, 15 Feb. 1945, 45-161). Priorities for such travel are established by the Regional Priorities Control Office in Washington, D. C.

Travel by NATS and ATC

If space is available—and your luck is good—it may even be possible to bum a ride aboard a NATS or ATC plane. The Army issues Class 4 priorities for travel aboard ATC aircraft to personnel (1) on emergency leave, (2) to those who are returning from at least 12 months overseas and who are to return overseas upon completion of leave, or (3) to personnel on last leave before going overseas.

The chances of your being able to get a free airplane ride from west to east are pretty good (although space is always limited)—but from east to west the chances are slim, as ATC aircraft are usually loaded to capacity with personnel traveling on orders or high-priority materiel being sent to the Pacific.

However, passengers are admitted when their presence on board will not interfere with the transportation of or delay higher priority personnel or cargo. Of course, you always run the risk of being put off the plane, some place en route, by somebody or something which holds a higher priority—but the information may be worth pasting in the back of your hat. Priorities for ATC may be issued by any Area Priorities officer, and complete details may be found in "Eligibility and Priorities for Traffic on Aircraft operated by or for the Air Transport Command Within the Continental Limits of the United States," ATC Regulation No. 75-1, dated 10 Sept. 1944.

The prerequisites for obtaining a Class 4 priority from NATS are: (1) that you be on emergency leave granted due to death or serious illness in your immediate family or for some other comparable urgency justifying the granting of emergency leave, or (2) that you be on official leave from a duty station outside the continental limits of the U. S. and are en route from such duty station to the scheduled stop in the U. S. nearest the destination specified in your leave papers, or returning to such duty.

In the case of NATS, that priority which may enable you to fly home with the greatest of ease may be issued by the control officer of any naval air station, under authority in Art. 12.111 of NATS Manual, Part 1, Traffic and Transportation, dated 30 March 1944.

Visits to Cuba, Canada, Mexico

Uniformed personnel of the armed forces may visit Cuba *without* a passport or visa, providing they carry their ID cards and leave papers granting permission to travel to Cuba (BuPers Circ. Ltr. 23-44; NDB, Jan.-June 1944, 44-116).

Canada likewise requires no passport for uniformed personnel, but they must have their ID cards and official leave papers (BuPers Manual, Art. C-6001).

However, to visit Mexico, except border towns, you'll need a passport—plus a good reason for going, such as to visit your immediate family (wife, husband, children or parents living in Mexico) or business matters in that country which require your personnel attention (BuPers Circ. Ltr. 36-44; NDB, Jan.-June 1944, 44-180). As stated in All Station Communication dated 4 May 1944, your leave authorization to visit Mexico is to include authority to wear civilian clothes during your travel from duty station to destination in Mexico and return to duty station. You are likewise required to have a round-trip ticket in your possession *prior to departure*—and sufficient funds in your pockets to take care of emergencies.

Although you're required to wear civilian clothes while traveling in the interior of Mexico, you must be in uniform everywhere else—both overseas and in the U.S.—unless there's a specific local regulation to the contrary. Alnav 29-42 (NDB, cum. ed. 1943, 42-2013) does, however, permit you to get into civvies when engaged in exercise or at home when less than three guests are present.

Rations

By showing your leave papers to your local ration board, you're eligible to receive one gallon of gas (up to a maximum of 30) for each day you are on leave (Alnav 137-44; NDB, 31 July 1944, 44-852). You can also get 10 processed-food points and 6 meat-fats points for each nine meals or fraction thereof while on leave, plus one pound of sugar for each 36 meals or fraction thereof, as provided for by OPA regulation, effective 26 Dec. 1944 (INFORMATION BULLETIN, Nov. 1944, p. 72).

Talking

Button up your lip while home on leave. That nice man who buys you a drink and tells you about his "two sons in the service," or that bit of fluff who's just "too thrilled" about your adventures, may be out to pick up information that will endanger other men's lives. Nor is it a good idea to burden your family with the responsibility of keeping your "secrets." But if reporters do ask questions, or the mayor asks you to speak at a banquet or over the radio, clear your statements with a Navy public relations officer before you talk (BuPers Circ. Ltr. 10-45; NDB, 15 Jan. 1945, 45-34). The Navy doesn't want to muzzle any hero—it only wants to make certain that information will be safeguarded so that *more* heroes will return home safe and sound.

Medical Care

If you're an enlisted man or woman in the Navy or Marine Corps, the Navy will pay your emergency medical and hospital treatment while on leave, providing you conform to the regulations. If you need emergency treatment, apply to the nearest naval activity or medical department of any Government agency. If none is available or the emergency too acute, reasonable expenses will be honored by the Navy, if, within a reasonable time, a report is made to your CO to permit investigation and suitable arrangements to be made for your transfer to a Federal institution, or other appropriate action. Civilian dental treatment, other than emergency measures to relieve pain, is, however, not authorized (BuMed ltr.; NDB, 30 Sept. 1944, 44-1118).

Your Money

Okay, so you've been to sea a long time and have saved plenty of money. And the hoodlums know it. That's why quite a few servicemen get rolled. Watch how you flash that wad of dough around.

Don't carry any more cash with you than you need. Leave the rest in safe custody—or put it into traveler's checks. Even though you may find things in the States more expensive than when you went away, there are still things available to servicemen without spending a red cent.

USOs for instance. Patriotic citizens who are interested in your welfare have given generously of their time and money to make the USO clubs, servicemen's centers, information booths and lounges available to you. You'll find them in almost every town and railroad station.

Hotels

Hotels are crowded to the gunwales. But the naval hotel reservation services in Chicago, New York, Philadelphia, San Francisco and Washington, D.C.—plus the Traveler's Aid booths, service centers and Shore Patrol offices all over the country—are eager to help you find a clean inexpensive place to bunk for a night or while you're on leave, if available

(INFORMATION BULLETIN, Feb. 1945, p. 77). In so far as naval hotel reservation service is concerned, however, personnel on leave must take what accommodations are left after personnel on official business have been provided for. The Shore Patrol headquarters, in Norfolk, Va., for instance, has available room to put up 110 men per night, with your soap, linen, shower and bed costing you only 25 cents.

Shore Patrol

You probably don't need to be reminded that the Shore Patrol is one of the proudest outfits in the service. They're on duty to carry out their CO's orders and to be of assistance to you—not to make your leave miserable. A man who is normally enjoying himself doesn't need to give the SPs a thought. They're there only to safeguard the rights and privileges of the great majority of naval personnel from the small minority of men who get off the beam in personal conduct while on leave or liberty.

You'll find that a knowledge of local regulations, which an SP can give you, will help you to avoid the out-of-bound

dives, or otherwise run afoul of local regulations. The SPs are there to help you in lots of ways, from tipping you off to the gyp-joints to helping overseas casualties get a seat on a crowded train.

It's important that civilians continue to have a good opinion of men in uniform. What they think of servicemen—and particularly of the way they behave in public—might well have an influence on the kind of beneficial veterans' legislation which is passed. The Shore Patrol is on guard to help keep public opinion high—and to prevent the bad conduct of a few men from spoiling the rights and privileges for all the others.

"After the Ball Is Over"

Nothing lasts forever—especially a leave—and when those days of fun and relaxation are over, you're expected *and required* to return to your Navy job *on time!* Trains don't always get there on the dot these days. But if you are delayed—or an emergency comes up while you're on leave—let your CO know about it ahead of time. The instructions printed on the back of the standard leave form (BuPers Circ. Ltr. 288-44; NDB, 30 Sept. 1944, 44-1137) tell you where and how to get in touch with your CO. But if you do get delayed along the way, it's a good idea to contact the nearest Shore Patrol office, which can issue you a letter explaining your status, which may save you further delay and questioning by the SPs riding the trains.

AOL and AWOL entries on your service record won't look so hot to your skipper the next time you ask for leave—and they can lead to serious trouble such as a general court martial or loss of benefits for your dependents. Nor are those few extra hours worth the risk of spoiling what was otherwise a glorious vacation from your wartime duties.

LEAVE

IT'S A PRIVILEGE—NOT A RIGHT—BUT WHEN THE NEEDS OF THE SERVICE PERMIT, IT MAY, IN GENERAL, BE GRANTED AS SHOWN BELOW:

Annual Leave

ENLISTED: Thirty days, exclusive of travel time, to be granted at the discretion of the CO, is authorized by BuPers Manual, Art. D-7028(3). That is the peacetime maximum; in wartime the general policy is that leave should not exceed 15 days annually for enlisted personnel *on shore duty in the U. S.* Annual leave may not be accumulated. Depending on the needs of the service, COs are authorized by BuPers Circ. Ltr. 28-45 (NDB, 15 Feb. 1945, 45-153) to grant *earned* annual leave, or to advance *unearned* annual leave, up to 30 days exclusive of travel time to permit husbands or wives *returning from overseas* to spend their leave together.

OFFICERS: Navy Regs, Art. 1791, provides that officers shall be allowed, at the discretion of the Secretary of the Navy, 30 days annual leave, which may be accumulated. COs are authorized by BuPers Manual, Art. C-6001, to grant such leave, inclusive of travel time. During wartime the amount of leave granted an officer depends on the needs of the service. When an officer is returning from sea or an overseas base for reassignment, his orders from BuPers customarily direct him to report to the nearest naval district for further assignment by BuPers. This procedure is necessary because of the great variance in length of time between the date when orders are issued and the date of the officer's arrival within the continental U. S. When he reports to a coastal naval district, BuPers is immediately informed of his arrival and orders are issued from BuPers that same day by dispatch.

As a general rule, this procedure is followed in authorizing delay, which counts as leave in reporting to his new station: *from sea or foreign duty to any duty*, 2½ days for each month of continuous sea or foreign duty up to 30 days; *from shore duty in the U. S. to any duty*, 10 days.

When an enlisted man or civilian is commissioned or appointed to warrant rank, he accumulates leave from the date of his acceptance to the beginning of the following fiscal year (1 July) at the rate of 2½ days per month. During this period he is not entitled to any more leave than thus accumulated. On 1 July he is given credit for 30 days leave, under the provisions stated above, which may be granted during that fiscal year.

Rehabilitation Leave

ENLISTED: Thirty days, exclusive of travel time, may be granted enlisted personnel who have served *continuously* outside the U. S. for one year or more. Where service has been less than one year, rehabilitation leave may be granted at the rate of 2½ days for each month of such service or major fraction thereof. This is provided by BuPers Circ. Ltr. 167-43 (NDB, cum. ed. 43-1367). Rehabilitation leave granted during any calendar year is to be deducted from annual leave—but annual leave granted in the U. S. during any calendar year is not to be deducted from rehabilitation leave earned subsequently. Annual leave in excess of 10 days, taken outside the U. S. during any year, is to be deducted from rehabilitation leave. As stated in BuPers Circ. Ltr. 28-45 (NDB, 15 Feb. 1945, 45-153), enlisted personnel who did not receive rehabilitation leave upon returning to the U. S. may be granted such leave as may have accrued by reason of their overseas service by subsequent COs who satisfy themselves of the man's entitlement to the leave.

OFFICERS: See provisions above, on change of duty from sea or foreign service to any duty.

Survivors' Leave

ENLISTED: Leave or delay in reporting to new duty, not to exceed 30 days exclusive of travel time, as provided for by BuPers letter dated 26 Nov. 1942 (NDB, conf. cum. ed. 30 June 1944, C42-107) may be granted survivors by delegated authorities. Although survivors' leave is considered equivalent to rehabilitation leave, it may be granted regardless of any other leave previously taken.

OFFICERS: One month is usually granted as a delay, which counts as leave, in reporting to his new station. Since officers may not receive more than 30 days leave per year, this leave is chargeable against any annual leave to which the officer may be entitled.

Convalescent Leave

ENLISTED: Medical officers in command of continental naval hospitals are authorized by BuPers Circ. Ltr. 296-44 (NDB, 30 Sept. 1944, 44-1144) to grant convalescent leave not in excess of 30 days, exclusive of travel time. In cases where COs of hospitals determine that additional convalescent leave is advisable, it may be granted. This leave is not chargeable against annual leave, and any annual leave or rehabilitation leave to which a convalescent may be entitled may be granted subsequently.

OFFICERS: As established by BuPers Circ. Ltr. 196-43 (NDB, cum. ed. 1943, 43-1455), convalescent leave, not to exceed 30 days including travel time, may be granted by COs of U. S. naval hospitals, providing: (1) the officer is

(Continued on page 72)

TIME goes by and Marianas watch repair shop reopens for business. Pay is ten cents an hour, good by Jap standards.

KOREAN KIDS flock around Navy Civil Affairs officer passing through the street. The attraction—candy.

Picking Up the Pieces

Navy Lends Helping Hand to Liberated Natives of the Shell-Pocked Marianas

IF you want proof of the efficiency of military governments set up by the Navy on liberated Pacific Islands, take a look at the diminishing civilian death rate on these islands. In September, a few months after American forces first stormed ashore, 508 civilians died on Saipan and 108 on Tinian. Since then, despite Jap harassments, supply problems and the threat of deadly epidemics ever-present on war-ravaged land, death totals have plummeted down in this sensational degree:

	Saipan	Tinian
October	225	57
November	98	36
December	65	14

These figures are more than monuments to the skill of the officers and men of the medical service; behind them is the story of swift solution by the Navy's military government organization of the towering problems of feeding, clothing and sheltering bewildered natives, and then helping reestablish them in the civilian way of life.

Health and sanitation and comfort, to be sure, are the prime responsibilities of these military governments, but by no means are they the only ones. Opening schools, setting up police forces, providing recreational facilities, developing agriculture, establishing a new monetary system—these are but a few of the reconstruction problems which must be met. And, looking at the record made thus far on Saipan, Tinian and Guam, they have been.

Life, on these three Marianas islands, is gradually returning to normal. By last December, 12,785 natives already had found gainful employment. On farmland that once was pock-marked by battle 265 tons of crops are being harvested each month. From waters over which America's liberating forces rode not long ago to the bloody assault beaches, fishermen are collecting 36 tons of fish monthly for civilian consumption. Cigar and candy factories and a bakery are going full blast on Saipan. Thirty retail stores, run by civilians, are doing land-office business on Guam. And, on Tinian, Japanese and Korean boy scouts played an American game of football in December.

The officers and men of the military governments of these islands went to work while the smoke of battle still was drifting through shell-shattered palms. They came ashore highly skilled in their assignments, hotly eager for their duties. Especially fitted for the work by their civilian pre-war backgrounds, the officers had been trained in the Naval School for Military Government and Administration at Columbia University in New York City. There they had received intensive courses in anthropology, geography, languages, military law, public health and international law.

An island commander heads each military government. He has designated qualified members of his staff to head such departments as economics, labor, legal, supply, civilian welfare, agriculture, public health, intelligence, education, engineering, transportation, foreign economic administration and camp administration. Guam's military government consists of 61 officers and 255 enlisted men; Saipan's, 32 officers and 126 men; and Tinian's, 25 officers and 100 enlisted men. Five other officers engaged in military government on the islands are assigned to the staff of the Commander, Forward Area. Of the total of 123 officers, 54 were trained at Columbia and the rest are members of the Medical or Supply Corps or are skilled in military police administration.

The tasks that faced the military government staffs in the Marianas were staggering. More than two-thirds of the civilian dwellings on Guam had been hammered into rubble; entire towns—Agat, Agana, Sumay, Piti—were wiped out. On Saipan and Tinian civilians had to live in caves. Food and medical care were practically nonexistent. Many civilians were wounded. Most suffered from malnutrition. And nearly all had dysentery, or some other disease. From 30 to 50 per cent of the entire population of the islands was afflicted with one or more types of intestinal parasites.

Until the military situation was well enough in hand to permit transports to nose into the islands' harbors with supplies solely for civilian use, military government authorities had to rely mainly on military rations and captured Jap stocks to feed the civilian populace. Since there are something like 49,618 civilians on the three islands at last count, this was no easy problem.

Authorities did not stop at feeding, however. Immediate steps were taken to make the islands as self-subsistent as possible. One month after Jap resistance ended, 2,214 pounds of seeds and 12,000 plants had been distributed to farmers on Guam and 431 acres of soil had been tilled and planted. By the end of December 1,157 acres had been developed on that island.

With agriculture making similar vast strides on Tinian and Saipan, food stocks are now ample in the American-held islands of the Marianas group, and no food shortage is anticipated.

Many of the civilians who stumbled through American lines while Jap garrisons were being hunted down were in ribbony rags; indeed, some were even naked. Clothing depots were set up immediately and military

FACTORY, geared to make 1,200 pounds of bean paste a day, is powered by abandoned Jap steamroller.

NATIVE NURSES are congratulated by atoll commander on Majuro, in liberated Marshalls, also now governed by Navy.

supplies distributed. Later, the American Red Cross provided considerable clothing. Helpful, too, in solving the clothing problem in the early days were quantities of useful garments collected by the Elks Club of Honolulu and by an organization formed in San Francisco called "Bundles for Guam." After a few weeks, regular military government supplies of cloth began to arrive and civilian craftsmen were hired to again produce native wearing apparel.

The housing problem was far from simple. When the last Jap combatant had been ferreted out or had obligingly hara-kiried himself out of the picture, only a fraction of the houses on the three islands was inhabitable. Nearly all civilians had to be harbored in temporary camps. Four huge camps were needed on Guam alone. But so swiftly did the military governments work, that by December one of the four Guam camps had been closed and only 3,235 civilians remained in the other three. Already all of the civilians on Tinian and Saipan have been provided with homes of wood and tin.

Official U. S. Navy photographs

SCHOOLS for these Jap children is but one problem Navy's military government has met.

Staggering records attest to the intensive medical program. From 20 July (the date Guam was invaded) until 30 November, 90,825 surgical and 100,035 medical treatments were given on that island alone.

Naval hospitals to care for ailing civilians have been established on all the islands. In addition, a tuberculosis sanitarium has been opened on Guam. A special school is training civilian nurses on Tinian. And dispensaries are spotted in all populated areas throughout the three islands.

Thorough sanitary measures have been largely responsible for the sharp decline in deaths and diseases. Incinerators are now in operation in several Guam villages and on Saipan. Flies are under control, and a constant effort is made to control mosquitos. Water purification units have been installed.

While caring for the health and comfort of the civilians under their charge, military government officials have been busy setting them to work in gainful employment. All labor is voluntary, and enemy nationals are not used on any project which contravenes international law.

There are 5,607 civilians earning their keep on Guam, 3,178 on Tinian, 4,020 on Saipan. Of those gainfully employed on Guam, 792 are farmers and 213 are private businessmen.

Wages on Saipan and Tinian are set at 35 cents per day for unskilled laborers and 50 cents per day for skilled workers. Professional men and women are paid by the month. On Guam wages are set at the pre-war levels because, unlike the two other islands, it is American territory.

Private enterprise on the three islands is encouraged to the fullest extent practicable. All repair and service shops (barber, tailor, etc.) are in private hands. Guam has a soap factory and its farmers' co-operative markets in Agana and Agat did $5,887.62 worth of business in December. Native handicraft is producing tidy incomes for native workers.

Postal service and banking facilities are operating smoothly in Guam. All Japanese money on the three islands has been collected and exchanged on the basis of 20 yen to one Hawaiian dollar, with $50 being the maximum that could be paid to an individual. War bonds are offered for sale at the post office and bank and a total of $158,995 already has been subscribed and paid for.

Schools on Guam are now running the same as before the war. There are 4,420 children attending the 11 elementary and high schools. Because Saipan and Tinian are former Jap possessions, attendance at school on these islands is not compulsory. But, on Tinian, 73.5 per cent of the Japanese children and 91.5 per cent of the Koreans are attending.

Above and beyond these necessary steps taken by the military government in the rehabilitation of Guam have been small contributions that mean much to the spirit of the people. They express the admiration held by the Navy for Guam nationals who suffered long awaiting the Navy's return but whose faith in deliverance was never dimmed.

Military units show movies, open to the public. Military bands provide music at civilian dances held periodically at Agat, Apla, Talofofo and Anigua. A radio loudspeaker has been installed in the Plaza at Agana for dissemination of news and musical programs. There's no law—as there was when the Japs held the island—against possession of standard radio receiving sets.

A Seabee outfit built a playground, complete with equipment, for the children of Piti, and made the presentation at Christmas. Large Christmas parties, by the way, were held in 12 different communities. About 9,000 children attended the parties which included music and shows. They were showered with candy, boxes of marbles, boxes of crayons and color books. The mothers received dainty and colorful hair ribbons.

THE TASK FORCE

MARCHING on the grounds of the National Naval Medical Center at Bethesda, Md., are these members of the Navy's Nurse Corps.

NOON editions of a metropolitan daily, with headlines heralding the liberation of the Philippines on one side of the world and the rollback of the Germans on the other, were circulating down the corridors and through the wards of a great naval hospital.

A young Navy Nurse, in a crisp white uniform with the single gold stripe of an ensign on her starched cap, placed a copy of the latest paper on the desk of the Chief Nurse.

The Chief Nurse, a kindly, blue-eyed, gray-haired woman wearing the insignia of a lieutenant commander of the Navy Nurse Corps, beamed as she scanned the headlines. Then she looked up at those gathered around her.

"I want to go to Tokyo!"

It was more than a wish. It was a promise. The Chief Nurse had been to Tokyo and Manila in peacetime days. She remembered a hectic dash of several hundred miles down the Yangtze River in a U. S. Navy submarine tender loaded with American refugees. That was in 1937, in the early days of Japan's war on China. She recalled Pearl Harbor (she was there on a hospital ship) and the Battle of the Coral Sea; she had nursed wounded U. S. sailors of both engagements.

There were other nurses in the Chief Nurse's office who had sailed the Pacific in hospital ships and who had dodged Japanese bombs at Pearl Harbor or German V-bombs at a naval base hospital in southern England. They wanted to go to Tokyo, too.

"I want to go to Tokyo" is a sentiment that typifies the spirit of the U.S. Navy Nurse Corps, sometimes referred to as "The Mercy Task Force," which has grown in numbers and in faithful, devoted, unselfish service from a mere 20 nurses when the corps was established in 1908 to more than 9,000 today. A campaign is now underway to raise this strength to 11,500.

Navy Nurses now serve with distinction at naval hospitals and dispensaries and convalescent hospitals in 35 states, and overseas in all theaters where U. S. naval forces are operating, including hospital ships and evacuation transports in the Pacific and Atlantic.

Living up to the highest traditions of the naval service and the nursing profession, Navy Nurses in the present war have established a record they, the Navy and the nation have every right to be proud of. Navy Nurses went into action on the medical front when the Japanese attacked Pearl Harbor, the Philippines and Guam, and they have been in action ever since, close behind rapidly expanding U. S. naval fronts throughout the world.

Although no Navy Nurse has died as a direct result of enemy action, twelve have died in line of duty in this war. Eleven Navy Nurses captured in the Philippines are prisoners of the Japanese. Three Navy Nurses have been decorated for meritorious service in the war, while 29 who were stationed at Pearl Harbor Naval Hospital and 13 who were on duty aboard the hospital ship USS *Solace* at the time of the initial Jap attack have been commended by Fleet Admiral Chester W. Nimitz, USN, Commander-in-Chief, U. S. Pacific Fleet and Pacific Ocean Areas.

Most dramatic experience of a Navy Nurse to come out of the war is that of Lt. Ann Agnes Bernatitus, of Exeter, Pa., who witnessed the war at its worst in the operating rooms of Bataan and Corregidor and who later, under orders and with others, escaped to Australia in a 17-day voyage in a U. S. submarine which had sneaked into Manila Bay. Miss Bernatitus is the first person in the U. S. Navy to receive the present Legion of Merit award. She is now on duty aboard a hospital ship in the Pacific.

One of the Navy Nurses listed as a prisoner of war is Lt. (jg) Margaret A. Nash, of Wilkes-Barre, Pa., whose family recently received a picture of her aiding a patient in a Jap concentration camp in the Philippines. The original picture, from which prints were made, was captured from the Japs on Leyte Island. Identification of Miss Nash as the nurse in the picture was made by Comdr. R. F. Armknecht, (CEC) USN, of Donnelson, Ia., now stationed in the Southwest Pacific, who knew Miss Nash on Guam prior to her transfer to the Philippines where she was seized by the Japs.

Five Navy Nurses were captured on Guam and taken to Japan as prisoners of war. After six months there they were repatriated, leaving Japan on the exchange ship, the Swedish liner *Gripsholm*.

Now that Guam is American territory once more, one Navy Nurse there at the time of the Jap invasion has returned as senior nurse. She is Lieut. Leona Jackson, of Union, Ohio, who, on her way back, said, "For two

Navy Nurses Share War's Thrills and Perils With Fighting Men from South Seas to Arctic

N WHITE

years I've been sitting like a cat at a mousehole waiting for this job."

Lts. (jg) Doris Yetter, of Philadelphia, and Lorraine Christiansen, of Salt Lake City, were prisoners in Japan when they heard the crash of bombs from the planes of Lt. Gen. James Doolittle's fliers in the first U. S. air attack on the Nipponese empire. "I've heard a lot of beautiful music in my life." said Miss Christiansen, "but no symphonies ever compared to the sound of those falling bombs. Boy, was it sweet? Doris and I began rooting like we were back home at a football game."

The other two repatriated from Guam were the senior nurse there at the time, Lt. Comdr. Marian B. Olds, Front Royal, Va., and Ens. Virginia J. Fogarty, Akron, O. Ens. Fogarty failed, however, to reach the U. S. on the *Gripsholm.* She had fallen in love with an American consul who had been interned in Japan. They left the *Gripsholm* in Portuguese East Africa, were married there and went to Brazzaville, French Equatorial Africa, where her husband had been assigned by the State Department.

The hospital ship *Solace* was resting at anchor in Pearl Harbor the morning of 7 Dec. 1941 when Jap planes swooped down and started bombing and strafing. The head nurse on the *Solace* was Lt. (jg) (now Lt. Comdr.) Grace B. Lally, of Reading, Pa., veteran of almost 22 years in the Nurse Corps and now Chief Nurse, Naval Medical Center, Bethesda, Md.

"I looked out of the porthole and saw the Jap planes machinegunning boys on a battleship," Miss Lally related. "I had been in the battle zone in China, and I recognized it as the kind of dirty work the Japs did there. I realized that what we thought couldn't happen was happening, and I thought we ought to set up the emergency ward. Some of the boys overboard were fished out of the water, covered with oil or badly burned or both, and suffering from shock."

Miss Lally quickly organized the 12 other nurses on the *Solace.* Wounded sailors were being brought aboard even before the bombs stopped falling. Anchored next to the badly bombed battleship USS *Arizona,* the *Solace* remained constantly in danger throughout the attack. The hospital ship was moved, however, before the old battlewagon exploded.

The nursing staff of the *Solace* treated 327 burn cases from that first day of the war, working three full days without sleep. "We could hear the fight raging outside and wondered what was happening," said Miss Lally. "But our job was inside the ship, and there we stayed for 10 days."

The nurses proved a tonic to their patients by their mere presence, a kind word here and there, and a helping hand where needed. "Each wounded man was more interested in the other fellow beside him," continued the nurse. "A sailor frequently would look at his shipmate in the next bunk and say, 'Give him a glass of water, then give me one.' "

In February 1942 the *Solace* sailed for the South Pacific and was the only hospital ship available to care for Navy wounded from the Battle of the Coral Sea. From August until December 1942 she transported wounded to base hospitals in New Zealand, carrying more than 4,000 wounded men, losing only seven, a record of which those on the *Solace* were proud.

In charge of the surgical ward on the *Solace* was Lt. (jg) Ruth J. Mitchell, of Coeur d'Alene, Idaho, who is now at Bethesda with Lt. Comdr. Lally and two other *Solace* veterans, Lts. (jg) Beatrice H. Joliet, of Alliance, O., and Peternella C. Joaquin, of San Francisco, Calif.

The wounded of Guadalcanal appreciated the nurses on the *Solace,* Miss Mitchell said. "The ambulatory patients were admitted on the quarterdeck, where I was busy at my desk. On more than one occasion a battlescarred veteran would step up, look at me and exclaim, 'Great Scott, a woman! An American!' "

One of the outstanding Navy Nurses in the South Pacific area in this war is Lt. Comdr. Faye Elmo White, of New Bethlehem, Pa., who was awarded the Bronze Star Medal for her services as chief nurse at a base hospital and later at a fleet hospital. The citation said, "Her initiative and skillful leadership were an inspiration to the officers and men with whom she came in contact and were in keeping with the highest traditions of the United States Naval Service."

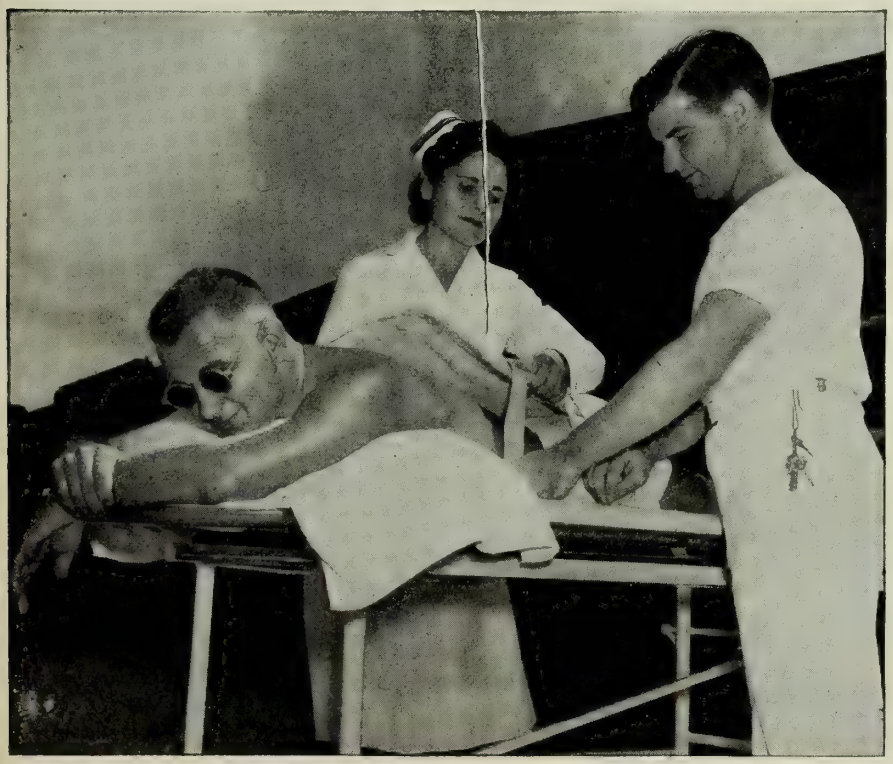
On the other side of the world, another Navy Nurse of the same rank won the same award. She is Lt. Comdr. Mary Martha Heck, of Cumberland, Md., officer-in-charge of the Navy Nurses who served at a base hospital in southern England and survived countless V-bomb attacks. Casualties were brought to this hospital direct from the Normandy beachhead.

Before the first patients could be received, the building had to be made ready. It was a monumental old structure, completed in 1862 as a British military hospital. The cornerstone had been laid by Queen Victoria, and Florence Nightingale had assisted in its planning. Seabees made small repairs before the U. S. Navy moved in. Almost 10,000 casualties were treated there before the hospital was decommissioned.

Miss Heck is now on duty in NNC headquarters, Bureau of Medicine and Surgery, Washington, while a nurse who served under her in England, Ens. Jean M. Kurtz, of Confluence, Pa., is now stationed at the National Naval Medical Center.

"In our early days there," Miss Kurtz related, "we went to the air-raid shelters outside when the V-bombs came over. The attacks were so frequent that finally we just remained on duty. A V-bomb sounds like an outboard motor, and when it cuts off, it is about half a minute before you hear the explosion. That half minute seems like an eternity. Once you hear the explosion and you know you haven't been hit, you breathe a sigh of relief."

The life of a Navy Nurse appeals to Miss Kurtz. She likes the Navy and likes to travel. In England there



Official U. S. Navy photographs

AT OVERSEAS HOSPITAL a Navy nurse instructs a pharmacist's mate in the proper application of a hyper-extension bivalved body cast on an injured officer.

CHEER is brought by nurse to fracture ward of Aiea Naval Hospital in Hawaii.

TRANSFUSION is given in operatin

were hours of recreation when she and other nurses visited U. S. naval craft nearby, the estates of English nobility, and London, Glasgow and Loch Lomond.

Navy Nurses serve also in the windswept, fog-bound Aleutian Islands. Lt. (jg) Rosella Nesgis, of Dinuba, Calif., was on duty at the naval hospital at Pearl Harbor on 7 Dec. 1941 and later went to the Aleutians after a tour of duty in the States. She was chief nurse of the naval hospital at Adak during most of 1944.

"The wind up there will really blow you down sometimes," said Miss Nesgis. She is not the only Navy Nurse back from the Aleutians with the same story. "Despite the reputation of the Aleutians climate, the nurses liked it. The summers were simply wonderful, and in the winter we had the best of winter clothing. We went skiing and took long hikes in the mountains. I collected more than 300 different varieties of wild flowers. At the base we had the only recreation hall in the Aleutians that was exclusively for nurses. It was housed in a Quonset hut erected by the Seabees."

The recreation hut was named Hendricks Hall in honor of Lt. (jg) Lucille Hendricks, of Bremond and De Leon, Texas, chief nurse at Adak. Construction got under way just prior to her death with two other Navy Nurses in an airplane crash in the Aleutians on 23 April 1944. Miss Hendricks was succeeded as chief nurse by Miss Nesgis. The nursing staff there decorated and furnished the hall.

Command of the Navy Nurse Corps is vested in the Surgeon General of the Navy, Vice Admiral Ross T. McIntire, (MC) USN, Chief of the Bureau of Medicine and Surgery. The corps is administered by its superintendent, Capt. Sue S. Dauser, (NC) USN, native of Anaheim, Calif., veteran of World War I when, as chief nurse of a base hospital at Edinburg, Scotland, she witnessed the surrender of the German Fleet in the Firth of Forth. Miss Dauser is the first woman to wear the stripes of a captain in the U. S. Navy.

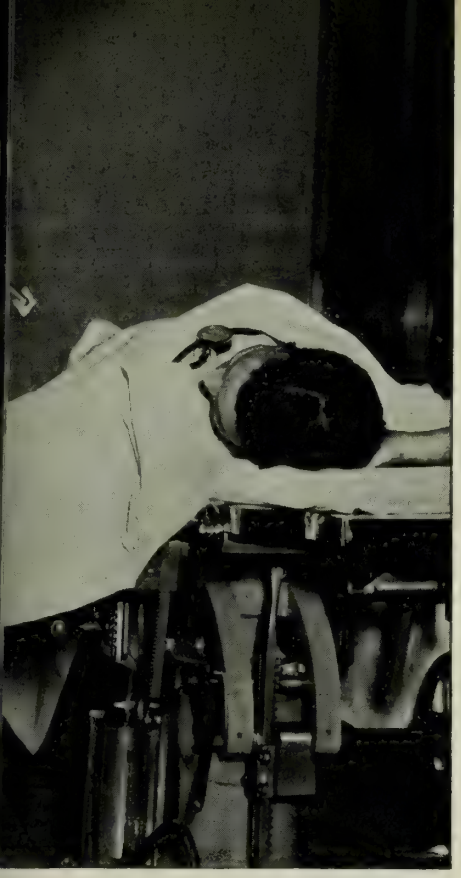
VICTIM of plane crash, Lucille Hendricks died in the Aleutians.

For the duration of the war and six months, Navy Nurses hold actual commissioned rank, authorized by act of Congress of 26 Feb. 1944 which replaced the so-called relative rank the nurses had held previously (see INFORMATION BULLETIN, April 1944, p. 33).

All Navy Nurses are commissioned officers. Qualifications for the Nurse Corps (USN) and the Reserve Nurse Corps are practically the same. Entrance age limits for the former are 22-28 years and for the reserve 21-40 years, both inclusive. In order to qualify, nurses must be nativeborn or, if naturalized, a U. S. citizen for at least 10 years; high-school graduate, graduate of an accredited school of nursing, and a registered nurse; unmarried, widowed or divorced, preferably without minor dependents; member of a nursing organization affiliated with the American Nurses Association; possessor of professional credentials and employment record to est ablish mental, moral and professional qualifications and aptitude for military service, and physically qualified by standards set for naval officers.

Admiral McIntire recently announced modification of Nurse Corps regulations so as to permit Navy Nurses in service to marry without being required to resign.

In addition to qualified civilian nurses who volunteer for naval service, the Navy is obtaining a number



m of U. S. Naval Hospital, Bethesda.

CAPTURED Jap photo shows Margaret Nash tending fellow war prisoner.

of nurses, also volunteers, as they graduate from the Cadet Nurse Corps, which is training nurses throughout the country under the direction of the U. S. Public Health Service.

Nursing the ill and wounded of the Navy and Navy dependents is not the only mission of the Navy Nurse Corps. Its members train hospital corpsmen and hospital corps Waves, and it is the male corpsmen who perform the functions of the nurse in the actual battle zones, before the wounded are removed to base hospitals or hospital ships in the rear lines where the nurses are serving.

SENIOR nurse on Guam, Leona Jackson waited three years to go back.

Navy Nurses and pharmacist mates are now taking to the air for the first time. The Navy School for Air Evacuation of Casualties was inaugurated at NAS, Alameda, Calif, in December 1944 with 24 nurses and 24 PhMs in the first class. From the NATS center at Oakland, Calif., students of the school are assigned to flights throughout continental U. S., accompanying various types of patients transported on scheduled routes.

As graduates complete the course, they are assigned to duty with an air evacuation task unit of the Pacific Fleet. Lt. (jg) Mary Ellen O'Connor, of Chicago, former flight instructress with United Air Lines, is flight nurse in charge of the school.

The U. S. Navy and Marine Corps pioneered in aerial evacuation of casualties, but until the Alameda school was established, there had been no formalized training of medical personnel making flights. The Navy also is assisting the Brazilian Air Force in the same field, with Lts. (jg) Dymphna Van Gorp, of Appleton, Wis., and Stephany J. Kozak, of New York Mills, N. Y., acting as instructors to BAF nurses who are the first of their profession ever to become military nurses in Brazil.

The two nurses have been stationed at Rio de Janeiro, and Miss Van Gorp recently returned temporarily to the U. S. for a visit to the school at Alameda. In Rio, the nurses learned to speak Portuguese and organized the training courses. They take the Brazilian nurses out on regular flights. On one occasion, Miss Van Gorp and Miss Kozak flew out to sea in a small seaplane to pick up a Brazilian sailor suffering from acute appendicitis. The sailor was returned to Rio for an operation.

ESCAPED from Corregidor, Ann Bernatitus was awarded Legion of Merit.

ALONG

HAVE a run of tough luck today? Did everything seem to go wrong? Well, listen to what happened to Ens. George W. Denby, USNR, of Van Nuys, Calif. He ran the alphabet of trouble. . . from A to Z.

Somewhere off Luzon, the 21-year-old Hellcat pilot was (A) jumped by a swarm of Zeros. His first warning was a blast that (B) ripped off the Hellcat's left aileron, robbing the plane of (C) its maneuverability. The Zeros rode his tail, pouring lead (D) into the F6F's fuselage. One shell ripped into the cockpit, gashing (E) his right leg. The Hellcat's tail was (F) shot off and the plane (G) rolled onto its back and into a tight inverted spin. Thrown from the cockpit, the pilot (H) struck the side of the fuselage and (I) stuck there because of the violence of the plane's spin.

Pushing himself clear, the ensign pulled his rip cord prematurely and (J) blacked out. When he came to, he was (K) upside down, (L) suspended by only one leg-strap and (M) one of his parachute risers was broken. The harassed ensign managed to pull himself upright in the harness and gripped the broken riser, but by now the Japs (N) were strafing him. Fortunately, the bullets missed . . . and Denby floated down.

But, upon landing, he found he had (O) lost his life-raft and his life-jacket (P) had been punctured. He had to swim (Q) with one hand, holding the other aloft to keep his dye-marker from dissolving. All the while, his stomach was (R) aching severely from the jolt of his parachute opening while he was tumbling at high speed.

After he had been in the water about an hour, four sharks (S,T,U, and V) began eyeing him for dinner. He kicked and frightened them away. But (W) they came back and one (X) gashed his left leg. Again, he kicked . . . and they stayed away.

Finally, eight hours after being shot down, he spotted an American destroyer. But the DD's crew (Y) didn't see him until they had almost run him down, and the destroyer missed hitting him by barely six feet. The wash of the screws (Z) sucked him under and Ensign Denby, with pardonable reckoning, finally figured it was just about the finish. But just before he started his second alphabet of trouble he bobbed back up, the destroyer wheeled around, and he was picked up.

TRAVEL PRIORITY . . WITH PULL

Perhaps the strangest of all dental jobs is held by a 25-year-old dentist from Cartersville, Ga., Lt. (jg) Harold J. Lowry, (DC) USNR. He "hitch-hikes" around the combat areas of the Western Pacific, toting portable equipment, changing from ship to ship, filling and pulling teeth as he goes.

Criss-crossing back and forth in the forward Pacific areas, Dr. Lowry covers almost 100,000 miles a year. He takes with him more than 4,000 pounds of gear, which, in the weights and measurements of a seagoing man, is the equivalent of something like 42 seabags. It includes everything from a portable chair down to a tiny drill.

Dr. Lowry mainly plies his trade among the ships of the "A" fleet. Fighting ships, from cruisers up, have their own dentists aboard. But ships of the auxiliaries—oilers, tankers, cargo vessels, floating drydocks, ammunition ships — have no dentists. Sometimes, Dr. Lowry will set up his "office" on one of the larger "A" fleet ships and there receive the crews of smaller vessels.

Working on teeth aboard a rolling and pitching ship is pretty tough at first, Dr. Lowry admits.

"But once you get your sea legs," he says, "it's not so difficult."

He didn't say how the patients feel about it.

SEABEE STUNT

Seabee Howard A. Thompson, MM2c, USNR, of LaCrosse, Wisc., and the rest of the crew of a heavy barge were lightering ammunition to a unit of the 3rd Fleet when a hurricane struck suddenly and savagely. Three-foot waves swept over the barge. She heaved and pitched violently. And Thompson went hurtling overboard.

It seemed certain that if the Seabee didn't die by drowning he would be crushed lifeless between the buffeting vessels. But, instead of being plunged into the water, he landed across one of the mooring lines. When the next

THE ROAD TO TOKYO

wave made the tug pitch again, the line jerked taut and Thompson was flipped, like an arrow from a bow, out from between the two vessels, completely over the barge and into open water. Incredulous ship mates, who had seen him go flying over one side of the barge, rushed to the other side and plucked him out.

FLASH IN THE PAN

A flak-torn Avenger was winging its wounded way home when down from the cloud-lined ceiling zoomed a Zeke in search of a fight. Ripped by antiaircraft fire, its turret gun out of commission, the Avenger was in no shape to duel. It seemed a dead duck.

Quick-thinking Carlyle K. Cutter, ARM1c, USNR, of Alva, Okla., grabbed a powerful hand signal light and flashed it into the slant eyes of the pilot coming in for the kill. The broad, brilliant blaze must have made the Jap think he was running smackdab into Flash Gordon's ray gun, or maybe that a 14-inch gun had suddenly sprouted wings and taken to the air. Anyhow, without further fight, he fled.

The wounded Avenger fluttered safely down to her carrier's deck.

TWO BIRDS

Rocket production has been stepped up, but Lieut. John W. B. Gage, USNR, of Austin, Tex., doesn't believe that's any reason for wasting the devastating projectiles. The Hellcat pilot was about to dive on a Jap-held Philippines airfield, intent on rocketing a plane parked at the end of the runway, when he saw a twin-engine bomber coming in for a landing on the same strip. As the Jap circled to land, Lieutenant Gage climbed to 1,000 feet, then dove on the field, firing his rockets just as the bomber flew over the grounded aircraft. The burst caught both planes.

WINESWEEPS

A small boat channel to a Pacific isle had to be cleared to get ammunition in to the marines. A wooden hulk sunk by the Japs to block the channel had been blasted out by the service squadron. But—had the Japs laid mines? The question couldn't be answered by minesweepers; the channel was too tortuous even for those doughty craft and even sweeping the channel by stringing cables between personnel landing boats did not guarantee that the channel was clear.

So some of the men assigned to the minesweeping detail stepped forth and offered to wipe out all doubt. They would like to take a cool dip in the channel, they said. Actually they were volunteering for a dangerous mission: they were to be human minesweeps.

Up and down, and back and forth, the channel they swam. And when they pulled themselves out it was definitely established that there were no mines in the channel. Seconds later, ammunition began coming through.

And although they found no mines, the human minesweeps were not empty-handed: they found a case of saki.

TARGET PRACTICE

While the tug USS *Chowanoc* was busy with routine salvage and repair operations off invaded Leyte Beach on 25-26 October, she was attacked four times by Jap planes. She shot down four of the attackers and shared in the destruction of the fifth—a fair-sized piece of shootin' for a noncombatant vessel. Her skipper, Lieut. R. F. Snipes, USN, in his report, wrote: "Gunners on the 20-mm. gained valuable experience. . ."

NEXT BEST THING

It was during the Battle for Leyte Gulf. The Jap battleship seemed a fat target down below there in the blue waters off Samar. Two Avengers swept down and each loosed a torpedo at the Nip. But, as they wheeled and climbed to safety, the two pilots, Lt. (jg) Robert F. Voltz, USNR, of Chicago, Ill., and Lt. (jg) George W. Gaiennie, USNR, of Shreveport, La., disgustedly watched the Jap adroitly avoid both tin fish. One passed about 20 feet to port, the other some 20 feet to starboard of the battlewagon.

"Howinell did we ever miss!" growled one of the pilots into his radio. Before the other could reply, there were two tremendous explosions. The torpedoes had found another target — an *Atago*-class heavy cruiser. One tin fish had burrowed into the warship's stern, the other amidships. The criuser heeled over and sank.

CALLING DR. KILDARE

A seaman on the little ship was dangerously ill. There was no doctor aboard. The ship was far from port. So the ship's radio pleaded with Honolulu for help.

Lt. Comdr. Erwin C. Baum, (MC) USNR, of Brooklyn, N. Y., was called to the radio room in Honolulu.

"What is the patient's appearance?" was Dr. Baum's first radioed question.

"He fell in a dead faint. He's turning blue. His pulse is faint and he's breathing heavily," answered the ship.

"Put a stethoscope over his heart and put the ear phones close to the mike," ordered the doctor.

And, over hundreds of miles of ocean, Dr. Baum listened to the heart beats and gasps of Elmer Hall, S1c, of Louisville, Ky.

"Is he foaming at the mouth?" Dr. Baum asked.

"No."

"Is he convulsive?"

"No. But he's moving his hands and arms wildly. He's breathing heavily."

"Do you know if he's had these attacks before? And how old is he?"

"Never before. He's 19."

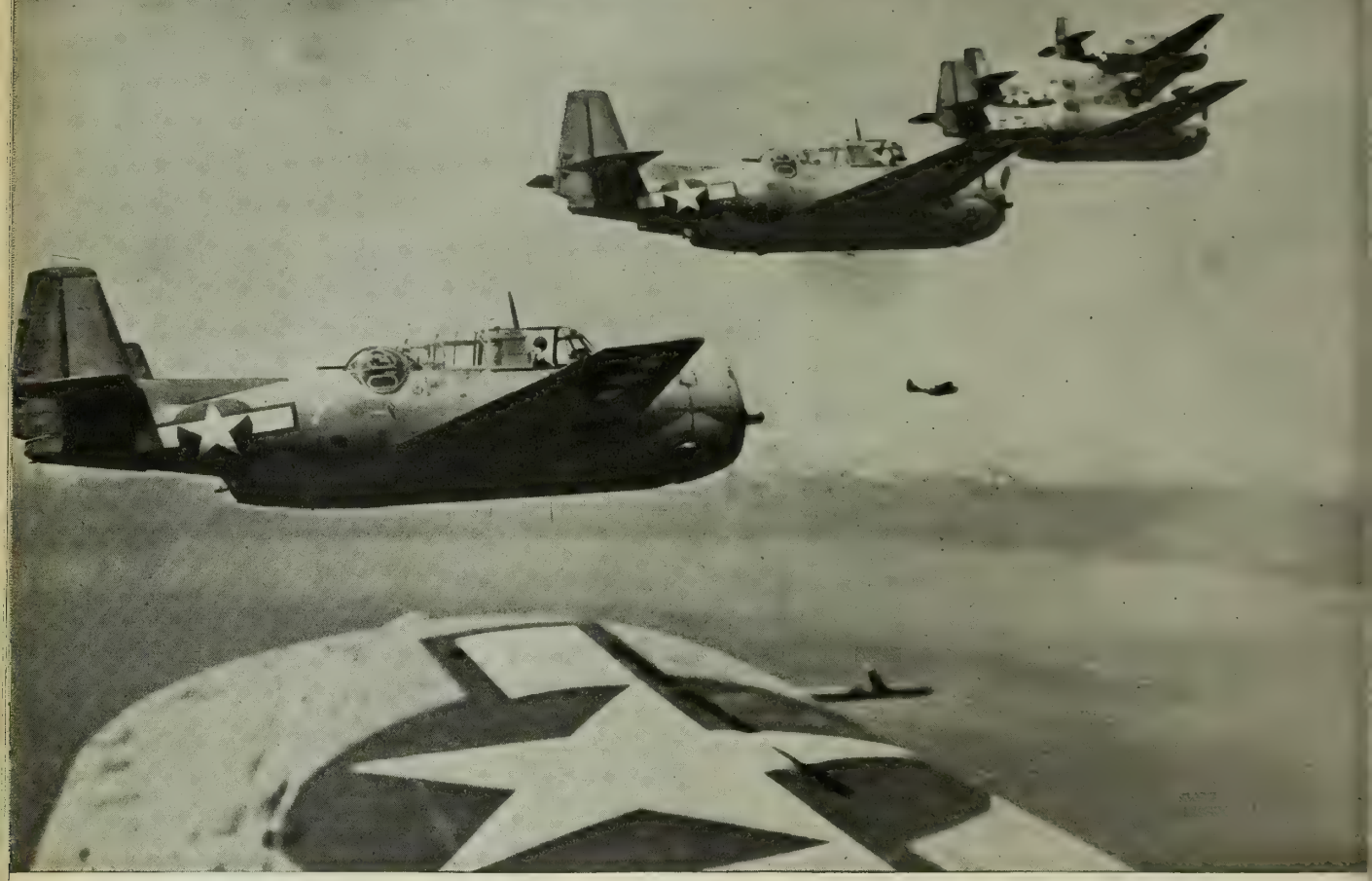
Dr. Baum listened again to the faint heart beats, the hard rasp of breathing.

"Listen carefully," he finally said. "Your man has an asthmatic attack. Wrap him in blankets with hot water bottles. Give him an injection of ten minims of adrenalin chloride. Do this at once. And then get him to a hospital as soon as possible."

Under the treatment, Hall rallied. And, several days later, when the ill seaman was transferred to a naval hospital, Dr. Baum's diagnosis was confirmed. Within two weeks, thanks largely to the Navy doctor's accurate diagnosis and treatment via the ether waves, Hall was back on duty, completely recovered.

Of course, in most cases, it's still best to see the doctor personally.

BEHIND OUR SKY FLEETS



AVENGERS, personal representatives of DCNO(Air) and BuAer in the Pacific, go calling on the Japs.

IN 1941 there were 5,260 U. S. naval planes . . . today there are 37,000.

In 1941 there were 6,300 naval pilots . . . today there are 47,276.

In 1941 there were 24,000 officers and men throughout the naval air service . . . today there are 299,968.

In 1941 there were . . .

But, by now, you probably have some idea of the breathless expansion of naval aviation since 7 Dec. 1941. And, too, you must realize that this vast sky fleet didn't just pop out of the blue. The planes had to be designed and manufactured. The men had to be mobilized and trained. New factories had to be thrown up, old ones converted. Workers had to be recruited and trained in the art of making and assembling the thousand and one parts that comprise a plane. Time was the foe to fight.

That this foe was met face on and thoroughly defeated is a tribute to the talents and the sweat and the teamwork of the Deputy Chief of Naval Operations for Air and the Bureau of Aeronautics—or, to say it all in one breath: DCNO(Air) and BuAer.

Briefly, DCNO(Air) mans the planes, BuAer makes them.

DCNO(Air) is not yet two years old, having been created in September 1943, its principal purpose being to perfect and maintain the clock-like coordination between surface and air units of the fleet which has featured and sped our succession of victories and brought our carrier planes over Tokyo's housetops. BuAer is young, too—younger than most of the daring young men who fly its planes. Created by Act of Congress as recently as 1921, it is the baby of all naval bureaus. But a rough, tough youngster it is.

If you don't think so, look at the end result of its efforts—the record of Jap planes shot down as contrasted to our own losses:

	Jap	U.S.	Ratio
1942	1,134	384	3.0-1
1943	2,212	351	6.3-1
1944	6,473	1,147	5.7-1
Totals	9,819	1,882	5.2-1

And, during the last four months of 1944, as the Navy carried the war ever closer to the Nip homeland, naval planes sank 1,200,000 tons of merchant shipping and destroyed 50 warships.

But we're getting ahead of our story; first let us tell you, briefly, about the growth to robust manhood of this kid brother of the surface fleet.

Naval aviation is almost the same age as aviation itself. As early as 1908, while most of the world was scoffing, the Navy recognized the far-reaching and fierce potentialities of aviation. In that year, two naval officers were detailed to attend the demonstration of an airplane flown by Orville Wright at Ft. Myer, Va. These officers came back to the Navy Department quite impressed, and with the suggestion that pontoons be put on planes so that they could operate from the water as scouting eyes for the fleet.

Their reports resulted in Capt. Washington Irving Chambers, USN, being designated official naval air observer. Capt. Chambers, setting up shop at the Bureau of Navigation (now BuPers), immediately became one of aviation's most ardent supporters. He was largely responsible for persuading Congress in 1911-12 to make its first air appropriation of $25,000 (just about the cost of one sleek Hellcat today); and he organized the first naval aviation unit, which conducted its daring experiments at Annapolis.

Far-Sighted Planning by BuAer and DCNO (Air) Pays Off as Navy Planes Hit Japanese Homeland

As a result of Captain Chambers' shrewd analyses and enthusiastic reports, our Navy has been a far-sighted pioneer in aviation. It was the first to fly planes from, and land them on, ships; the first to hoist seaplanes aboard a warship; the first to catapult planes into flight from cruising vessels; the first to fly across the Atlantic. Through the years, it has lost none of this pioneering spirit. It continues to soar into the stratosphere of inventiveness.

Thus, in the last three years, the speed of naval fighter aircraft has been increased by approximately 100 m.p.h., ranges have been nearly doubled and armament has been more than tripled in effectiveness. But, although headline writers may gasp Ohs and Ahs over the battle brilliance of our planes and our pilots, the Navy is never satisfied; BuAer's engineers refuse to sit back and puff contentedly on their pipes. For, even while carrier fighters are shooting the foe out of the skies at the rate of more than 5 to 1, BuAer is seeking better planes and DCNO(Air) is improving training technique and developing new combat tactics.

Proof of the Navy's unceasing search for perfection is the fact that, since our entrance into the war, 60 new types of planes have been conceived, tested, procured and placed in operation by BuAer, which has gone further to develop and produce 52 improved models of these basic types.

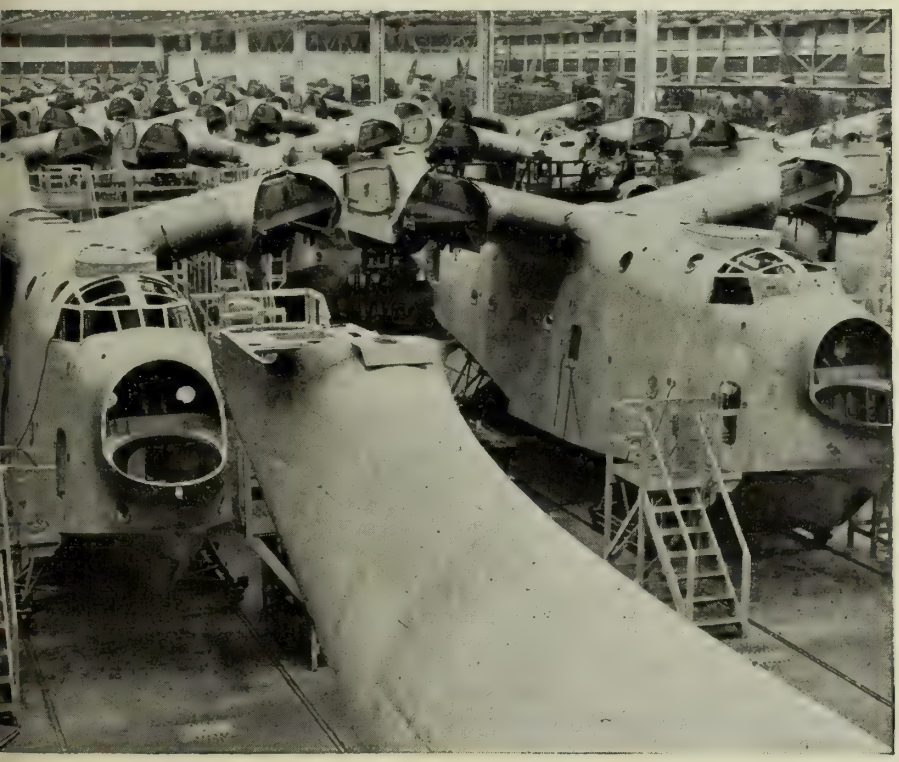
The past year alone saw the fifth model of the Hellcat (F6F), a fighter-bomber model of the Corsair (F4U) and the fourth model of the Helldiver (SB2c) join the fleet. Making its debut in the last days of 1944 was the Privateer (PB4Y-2), a four-engine juggernaut with a 3,000 mile range designed to spy on the remotest enemy secret and fight its way home with the news and pictures. Now moving out to the fleet is a tremendously improved scout observation plane. And on the production lines is the newest torpedo bomber, the Seawolf (TBY).

Right behind the combat-inspired improvements of these planes are the so-called "X" models, now in the experimental stage, and also the first production models of several new fighters—at least three of which will make their combat debuts this year.

Just what the immediate future holds in the way of engineering advances is screened by the mist of military security; but there have been hints. For instance, it has been revealed that multi-engine night fighters are in the experimental stage; that a two-engine, hard-hitting fighter is on its way; and that jet-propelled planes are in production.

Behind all these advances are fretful years of planning, sweat-dampened days of drudgery. An airplane, at DCNO(Air)-BuAer, is not just an airplane. It is, first, a wish in a combat pilot's report, then a gleam in an engineer's eye, a design on a draftsman's board, a toy in a model-maker's hand; then it falls apart and becomes an airframe, an engine, a gyro, wings, a propeller, a radio, a rudder, ailerons and a hundred other things. Then these all come together again at an assembly point, and the plane rolls out onto the field to await its eager, well-trained pilot.

The tasks of DCNO(Air) and BuAer are so thoroughly dovetailed that it is virtually impossible to separate what each has done in the progress of naval aviation. However, in a surface-skimming analysis, it can be said that the job of DCNO(Air) is to decide what planes are needed where, when and how many; to distribute these planes; to train their pilots and their crews and the ground personnel; to decide the broad strategy of air war. It is BuAer's duty to design, produce and maintain the planes.



Official U. S. Navy photographs

WARBIRDS are hatched in aircraft plant incubators throughout the country from BuAer's plans. Today Navy has seven times the planes it had in 1941.

Of Machines . . . And Men

"Although the Jap is steadily and rapidly improving the fighting performance of his aircraft—and some of his latest models are excellent—during the past year most of his planes could not be regarded as the equal of comparable types employed by the Navy.

"But a more important factor was the superior quality of our Navy and Marine pilots."—Vice Admiral Aubrey W. Fitch, USN, Deputy Chief of Naval Operations (Air).

Aviation planning starts, of course, at the very top—at the war-plan level, where the President, SecNav and Cominch develop naval strategy in broad terms, set time and materiel limits and request program and schedule possibilities. DCNO(Air) and BuAer take the ball from there, lateraling it to the proper divisions, branches and sections.

To see how the naval aeronautical program works, let us suppose the war plan dictates the need for 5,000 of certain aircraft in a certain theater at a certain time. . . .

First, the Planning Division determines operational requirements needed to carry out the war plan. It determines the numbers and types of planes, squadrons, ships and shore establishments needed, and the numbers and types of personnel. Time schedules, of course, then have to be laid out so that bases, ships, squadrons, planes and men are ready at the same time. Allowances must be made to meet any exigencies. Plane allowances are made to cover planes which will, at any given time, be in or waiting overhaul. Personnel allowances are developed to provide against the number of men who will be unavailable at any given time because of travel, rotation, illness, etc.

Attrition rates, too, must be developed for both planes and men to cover losses in combat, by accident and through retirement.

The final plane figures are sent to the Engineering Division, which develops designs and specifications for airplanes, accessories and engines. These designs and specifications then go to the Production Division, which establishes the capacities and time requirements of the manufacturing plants.

It is then the Maintenance Division's task to see to it that proper facilities are made available at the various far-flung bases; that the planned number of planes are serviced, repaired and reconditioned. Along these lines, two of the most significant developments have been the organization of CASUs (INFORMATION BULLETIN, Feb., 1945, p. 6), which ready new planes, effect minor repairs and keep carrier hangar decks full; and the creation of

Official U. S. Navy photograph

AIRCREWMAN, trained by DCNO(Air), equipped by BuAer, draws a bead in the sights of a waist gun in one of the Navy's Liberator search planes.

the Integrated Aeronautic Program, which keeps a flow of the newest and most militarily efficient planes going to the fleet.

The IAP is based on the American motorist's time-honored pre-war practice of trading last year's family car for a new model because experience had taught him that the year-old model would cost more for maintenance than the brand-new one, would lack late improvements and would fall short in performance.

IAP studies have established that planes have high operating efficiency and great military advantage for no more than a year. The high operating efficiency can be restored by reconditioning, but the military advantage has been irrevocably worn thin. Such planes should be withdrawn from combat. In the desperate urgency of the early war years, every aircraft and each tiny part had to be used and reused to the fullest. Now, because of increased production, it is possible to feed the fleet a constant flow of the newest models available.

Under the IAP, pools of the newest aircraft are supplied to pools in staging zones, to feed pools in tactical areas, to feed carriers and other combat units. Each plane has a "jacket," much the same as one of its aircrewmen, and BuAer knows where every plane is and how long it has been there. Thus, after one year, if still in operation, it is automatically retired and, depending upon its condition, is either dismantled for whatever usable spare parts it may have or is returned to the States for reconditioning and assignment to the training program or reforming squadrons.

The naval aviation training program is considered the best in the world. Its expansion right after Pearl Harbor was an enormous problem. Combat records are proof that the quality of the men produced was not sacrificed in the interest of quantity.

The total pilot-training course takes about 70 weeks. Until last year, 23 to 27 weeks of this time were spent in preliminary academic work at flight preparatory schools and in preliminary ground training and very elementary training at War Training Service schools. The dropping of the flight preparatory and WTS schools enables the birdlings to spend more time in physical conditioning and actual flight instruction.

As now set up, the program begins with a strenuous 26-week physical hardening course including boxing, wrestling, hand-to-hand combat, swimming, football, labor engineering, military track and survival technique. After this course at pre-flight schools, the cadets are sent to primary flight training, where for 16 weeks they study aerology, navigation, communications, recognition, gunnery and receive their first flight training. Then follows intermediate flight training for 16-20 weeks at Pensacola or Corpus Christi; operational training for 8-10 weeks, and advanced training, beginning with 6 weeks in special types of planes.

Air and ground crewmen also had to be trained to service and maintain the complex planes of the huge wartime airmada. That this training has been highly successful is proved by the low operational losses our squadrons have sustained here and overseas. In 74 schools of the technical training command, enlisted men are trained in engines, propellers, hydraulics, heaters, cameras, turrets, radio, radar, rubber-equipment repair, guns and fire control, ordnance, special devices, parachute rigging and scores of other specialties, the complexities of which have been bastly increased by the scientific and technical advances during the war.

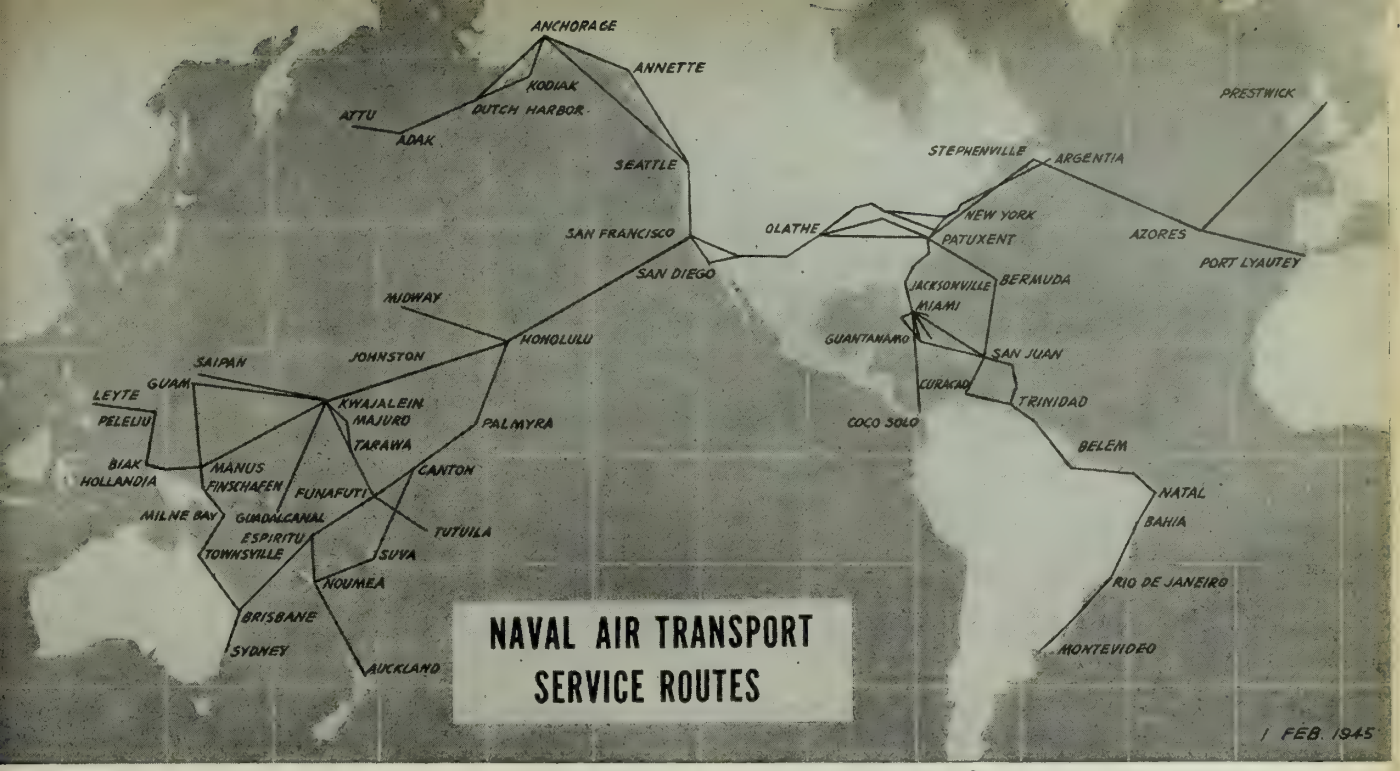
Much of the training of aviation personnel has been accomplished safely and cheaply through special synthetic training devices which faithfully simulate operational conditions. Some 500 different types of such devices have been produced by the naval aeronautical organization, which has

Let There Be Life

Sixty-five percent of all Navy and Marine fliers forced down are rescued. Rear Admiral DeWitt C. Ramsey, USN, Chief of BuAer, tells why:

"The rescue of Navy fliers forced down at sea in combat with the enemy or from other causes is a matter which always has been given prime consideration by the Bureau of Aeronautics. . . Every flier is provided with the latest and best equipment available such as life rafts, emergency rafts, and water making devices to help him survive if he is forced down at sea. He is also provided with the latest and best signaling device to aid his rescuers in locating him. Further, special squadrons have been organized and specially equipped whose sole purpose is to locate and rescue fliers who fail to return from their missions when expected. . .

"We want our fliers back. They are not expendable!"



ARTERIES OF LIFE are the lines on this map. They are the routes of the Naval Air Transport Service (NATS), whose giant land and seaplanes fly vital cargo and passengers over lengthening supply lines under direction of DCNO (Air). Some Atlantic routes were canceled for 1945, but, as the Navy carried America's vengeful might to Japan's doorstep, the Pacific traffic grew heavier; mileage there tripled last year. NATSPac's fleet of Skymasters, Clippers, Coronados and the Mars' now fly more than 5,000,000 miles a month over more than 31,000 criss-crossed ocean miles. Every minute of every day there are 30 planes flying NATS routes somewhere over Pacific waters, carrying such assorted essential items as high explosives, baby nipples, 2,000-pound aircraft engines, whole blood, flame throwers. Baby nipples? For two reasons: first, to protect machine-gun muzzles from drenching Pacific rains; second, to comfort native waifs on conquered islands such as Saipan.

distributed them to the Army and our Allies as well as to the various naval training commands. These devices include 55 to aid navigation training, 25 in aircraft performance simulation, 60 in landfall techniques and recognition, 110 in gunnery, 30 in bombing and torpedo training and 80 for use in technical training such as engine operation, engine maintenance, and anti-sub warfare.

Operating synthetic training devices, students experience all the varying conditions of flight, face all the problems posed by complicated machines and human error, and fight any kind of enemy plane—all with incredible realism and complete safety, and without interruption by bad weather, the bane of all training.

The ballooning of the naval aviation program has not been done, of course, without the close cooperation of all the other naval bureaus.

BuPers procures the officers and men.

BuDocks designs and builds the needed base facilities.

BuOrd calculates, designs, schedules the production of and buys the necessary ordnance.

BuShips incorporates the necessary aeronautical elements in its ship-building.

BuS&A provides the supplies.

BuMed organizes the health service to serve the air arm.

Without their coordinated efforts, the Navy's plane strength could never have swollen seven-fold, nor its pilots multiplied by eight, nor its carrier forces have grown from a meager handful to a terrifying fleet of more than 100.

Nor should American industry and American labor be overlooked in giving credit for the tremendous expansion of naval aviation. Naval Air Intelligence's information, DCNO (Air's) demands, BuAer's plans—none of them would have been worth their weight in cancelled ration stamps if American manufacturers and workers had not met the needs.

At first, before mass production of planes could get rolling, it was not easy. Plants weren't available, skilled workers were scarce. Some parts of the famed Hellcat, Grumman's answer to the Navy's need for a speedy, high-climbing fighter right after Pearl Harbor, were built in a shooting gallery by workers recruited from farms and fishing villages. And the first Hellcat rolled out of a new factory that was only three-fourths completed.

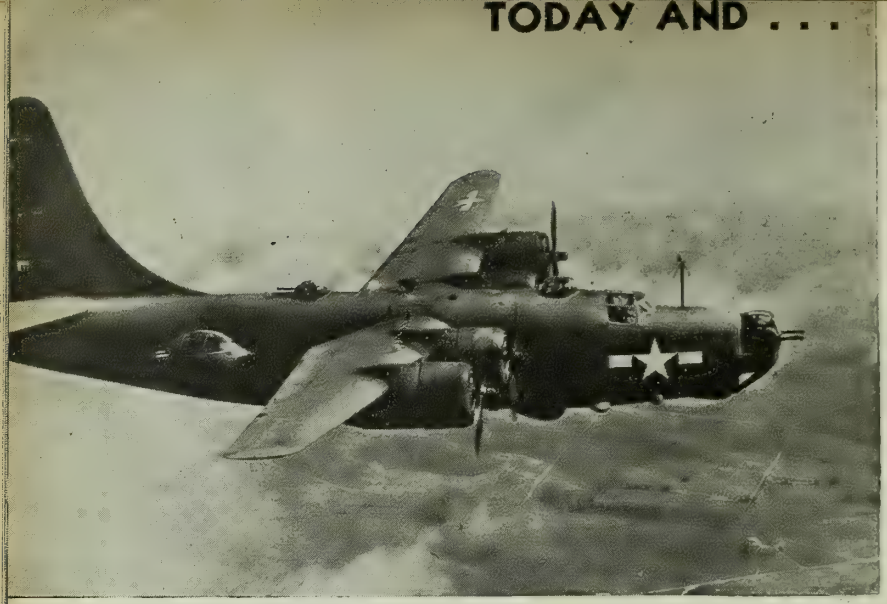
Continued modification and production changes have turned many a manufacturer's hair grey as he battled to meet Navy production schedules and satisfy Navy perfectionists. In the past year alone, naval aviation contractors had to make nearly as many production changes as the automobile industry did in all its history up to the outbreak of this war.

Some of the major improvements ordered into production during the past year alone included:

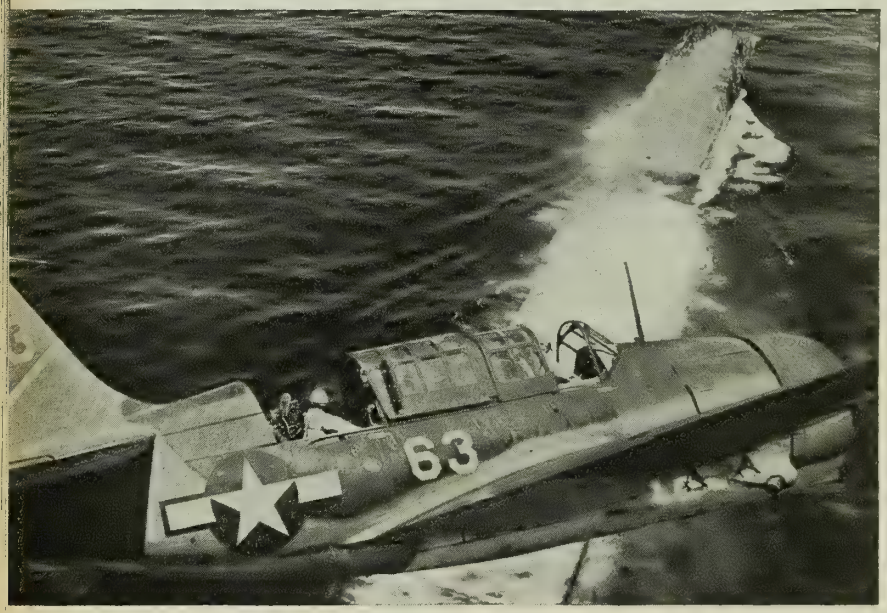
WATER INJECTION, a method of spraying cooling liquid into gas mixtures so that compression can be greater without detonation. Thus, it gives a pilot the emergency speed necessary for making a kill, or escaping an enemy on his own tail.

JATO (jet-assisted takeoff), adapted for nearly all types of Navy combat planes. Each of the small, easily-attached units adds over 300-horse-

TODAY AND . . .



NEWEST Navy plane to be released in photograph is the Privateer, an Army Liberator redesigned for the Navy's long-range Pacific operations. The changes most apparent are the single tail assembly and gun blisters.



Official U. S. Navy photographs

CARRIERS hurled 1,500 planes at Tokyo 34 years after the first flight from a ship. Catapulting planes, first tried in 1912, also has improved over the years. Compare the photos above and below with those opposite.

power to the aircraft's takeoff horsepower. JATO planes can carry heavier loads or use shorter runways.

RADIO ALTIMETER, which enables a pilot to know within a few feet his position in relation to the ground or water under his plane.

ANTI-BLACKOUT SUIT: This coverall weighs only two pounds more than the regular summer flying suit yet, by pressure control of the blood flow, makes possible violent and sustained maneuvers that otherwise would black out a pilot.

AUTOMATIC ENGINE CONTROLS to relieve the pilot of the necessity of observing and controlling numerous dials and gauges, allowing him to devote more attention to the enemy.

Naval Aviation

1910–Eugene Ely, a Glenn H. Curtiss pilot, made the first flight from a ship, taking off from platform on forecastle of USS *Birmingham*, at Hampton Roads, Va., on 14 November.

1911–In the first shipboard landing, Ely came down on a platform on USS *Pennsylvania*, San Francisco harbor, 14 January . . . Seaplane piloted by Curtiss landed alongside USS *Pennsylvania* at San Diego was hoisted aboard, then returned to water whence it returned to its North Island base.

1912–First successful catapult takeoff was made from float in Washington Navy Yard by Lieut. Theodore G. Ellyson, USN, first naval aviator.

1913–Aviation unit accompanied fleet on maneuvers for first time.

1914–Naval planes were in combat for first time at Vera Cruz, Mex., on 21 April, when scout flown by Vice Admiral (then Lieut.) P. N. L. Bellinger, USN, returned from reconnaissance bullet-ridden. . . . First naval air station opened in abandoned Pensacola, Fla., Navy Yard.

1915–First Navy-designed seaplane built at Washington (D. C.) Navy Yard. . . . Seaplane attains record altitude of 14,500 feet. . . . Another sets endurance record of 8 hours, 20 minutes. . . . Plane catapulted from moving ship for first time.

1916–USS *North Carolina*, with five airplanes aboard, operated with fleet throughout winter maneuvers. . . . Direction of naval activities transferred from BuNav to Office of Naval Operations.

1917–Naval aviation expands for war . . . First ground school established at Massachuetts Institute of Technology . . . Elementary flight schools opened at Bay Shore, L. I., Miami, Key West and San Diego.

REVERSIBLE - PITCH PROPELLERS to make flying boats as easy to maneuver on the water and moor as little scout planes.

Power-operated turrets, jettisonable package-gun containers, self-sealing fuel tanks, water-dispersing lacquer to clear windshields, a shock and vibration suspension to protect delicate instruments, dual-rotation propellers to harness the terrific built-up horsepower of fighters, numerous electronic devices—these and scores of other improvements too numerous to mention are emerging daily from the conference rooms and drawing boards of DCNO (Air) and BuAer to maintain and magnify our margin of superiority over the enemy and to speed the day of ultimate victory.

FIRST Navy plane was this Curtiss biplane, a jaloppy in contrast to the giant Privateer opposite. The pontoon was the Navy's contribution to aircraft. This plane also had wheels, making it the first amphibian.

Milestones ....

1918–Navy operated 12 air stations in France, 7 in British Isles, 2 in Italy and organized Northern Bombing Group for day and night raids on German sub bases.

1919–The NC-4 flew from Newfoundland to Plymouth, Eng., via Azores and Lisbon, 16-31 May.

1921–BuAer created by Act of Congress. . . . First turntable catapult installed on USS *Maryland*.

1922–The collier USS *Jupiter* converted into aircraft carrier and renamed the USS *Langley*.

1925–President Coolidge appoints Morrow Board to study aviation.

1926–"Five Year Program" established by act of Congress on recommendation by Morrow Board for Navy, with naval plane total to be increased to 1,000.

1928–Converted from battle cruisers, carriers USS *Saratoga* and USS *Lexington* joined the fleet.

1934–First ship constructed specifically to be a carrier was launched —the USS *Ranger*.

1940–Within span of five days Congress authorized increase of naval plane strength from 3,500 to 4,500 to 10,000 and, finally, to 15,000. President authorized to increase this number whenever necessary to meet defense needs.

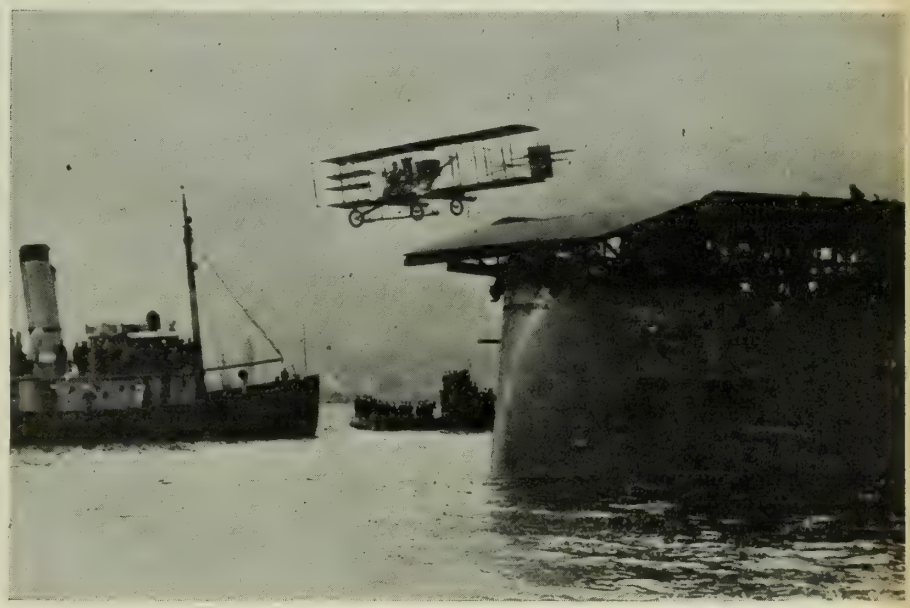
1941–Naval Air Transport Service (NATS) organized under CNO.

1942–Carriers come of age in turning back Jap fleet in Battles of Coral Sea (7-8 May) and Midway (3-6 June).

1943–BuAer reorganized, DCNO (Air) created.

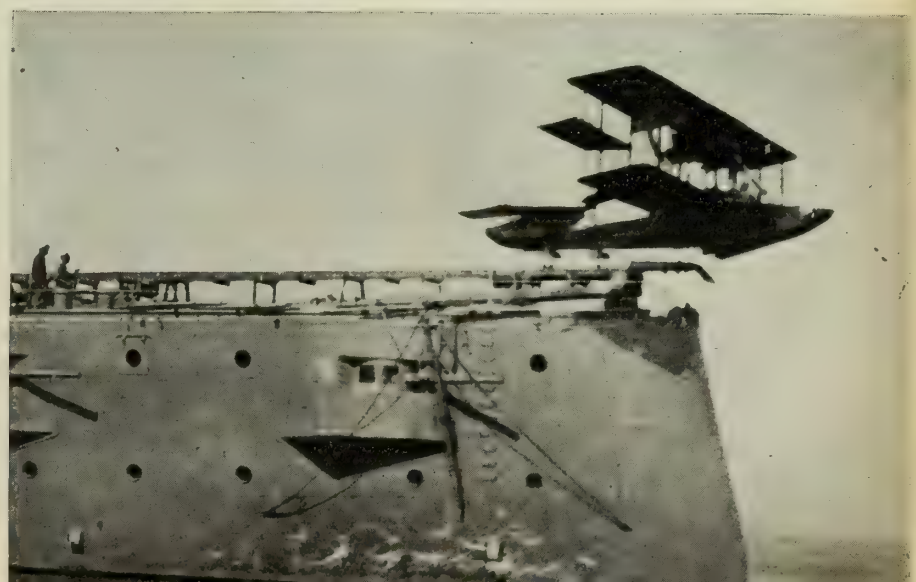
1944–Jet-assisted takeoff developed to enable planes to take off with heavier loads or shorter runways.

1945–Newspaper headline: U. S. Carrier Planes Raid Tokyo.



Official U. S. Navy photographs

TAKEOFFS from ships started when Eugene Ely hopped from USS Birmingham in 1910, landed on and took off (above) from USS Pennsylvania in 1911. A catapult was first used on a Navy ship (North Carolina, below) in 1915.



NEW BOOKS IN SHIPS' LIBRARIES

A bombsight inventor's flight through the underground, Lincoln's contemporaries, PT adventures, a collection of lusty sports stories, a naval jungle hospital, another look at life by Steinbeck, a history of Notre Dame football—these are topics of some of the new books, fact and fiction, recently purchased for distribution to the service.

Not all of the new books will be supplied to each unit; rather it is the practice of BuPers to distribute different titles to small units operating in the same area to encourage the exchange of books. Units may request titles of special interest from the Bureau.

Paper-bound Armed Service Editions are expected to provide most of the recreational reading for the fleet and other units beyond the continental United States, so most of the cloth-bound books supplied to such units will be largely non-fiction.

FACT

ABRAHAM LINCOLN'S WORLD by Genevieve Foster. Abraham Lincoln takes a back seat as the men and events of significance elsewhere in the world of his time come to the fore.

CONTROL OF GERMANY AND JAPAN by Harold Moulton and Louis Marlio. Soundly thought-out plans for peace. Of special interest now that the eyes of the world are focused on next month's United Nations conference at San Francisco.

DEATH WAS OUR ESCORT by Ernest G. Vetter. PTs in action — a grueling, merciless and ruthless struggle against danger.

ESQUIRE'S JAZZ BOOK edited by Paul Eduard Miller. Musicians, bands, recordings —from the pages of *Esquire* for the hot-rhythm enthusiast.

"FIRST WITH THE MOST" FORREST by Robert Selph Henry. Vigorous biography of Nathan Bedford Forrest, Confederate cavalry leader who entered the Army as a private at the age of 40 and became one of America's most brilliant generals.

FRANK LEAHY AND THE FIGHTING IRISH by Arch Ward. Notre Dame's famous football team and its heroes—Rockne, Dorais, Gipp.

HALF PAST WHEN by Hassoldt Davis. Absorbing tales of the Fighting French in the Congo, the dangers they encountered, the amusing things that happened, and behind it all the steadfastness of their purpose.

I LIED TO LIVE by Alexander Janta. A Polish officer passes himself off as a Frenchman, and is deported to Germany as a slave laborer on a German farm. It's a good picture of Germany and the Germans and an exciting story of a precarious existence.

MANY A WATCHFUL NIGHT by Lieut. John Mason Brown, USNR. Dramatic account of the preparations in England for D Day, and the invasion itself as seen from the bridge of the USS *Augusta*.

MEN OF POPULAR MUSIC by David Ewen. Jazz, blues, ballads and boogie-woogie from King Oliver to Benny Goodman, with the techniques and the idiosyncrasies of the men who developed them.

MOB 3: A NAVAL HOSPITAL IN A SOUTH SEA JUNGLE by Capt. Robert P. Parsons, (MC) USN. The medical officer in command describes the setting up of the first mobile hospital in a Pacific outpost. Good pictures of native life.

PRODIGAL GENIUS: LIFE OF NIKOLA TESLA by John J. O'Neill. An extraordinary man whose mind threw forth revolutionary ideas like showers of sparks—ideas that shaped the basic principles of electricity and laid the foundations of today's physical world.

SPORTS EXTRA edited by Frank Stanley. Lusty he-man stories of American sportmanship and fair play. A book to make you dream of sports equipment.

WITHIN THE CIRCLE by Evelyn Stefansson. Life in the lands that lie within the Arctic Circle.

FICTION

CANNERY ROW by John Steinbeck. Life with the odds and ends of humanity in carefree, sun-drenched Monterey.

CAPTAIN FROM CASTILE by Samuel Shellabarger. Lively, colorful romance of 16th century Spain and Mexico. Pedro de Vargas, a young caballero, joins Cortez' expedition in Mexico, and Catana, dancer from an inn in Spain, manages to follow her knight. There's a bloody Indian rebellion; Pedro goes to Spain to prove Cortez' loyalty, and then returns to the new world with Catana.

HIDEOUT by Egon Hostovsky. Relentlessly mounting fear imprisons its victim, a Czech scientist and inventor of a bombsight, until the underground releases him through a suicide mission.

RETURN TO THE VINEYARD by Mary Loos and Walter Duranty. There's all the excitement of a novel of pioneer life in the return of the villagers, repatriated from all over Europe, to their Nazi-devastated vineyards. It's a look into the future—and a hopeful one.

RIVER SONG by Harry Hamilton. Impact of the sophisticated world by radio upon a community of shanty boat dwellers of the Mississippi, bringing romance, fame and humor in its wake.

THERE GOES SHORTY HIGGINS by Jack Karney. The fight game from the back door, told by Shorty Higgins, promoter, who had an eye for "dames" and a knack for picking winners in the ring.

THE VALLEY OF DRY BONES by Arthur Henry Gooden. A Western in the time-honored tradition with Ross Chaine, the shining young knight who avenges his father's murder with a girl's help.

VERSE

MY COUNTRY by Russell Davenport. A poem to America. There's the beauty and the ugliness, the good and the evil, the warning against worshipping the machine, and the conclusion that America must use its freedom "not to limit but to share."

SUMMER LANDSCAPE by Rolfe Humphries. Familiar themes — gardens, ancestors, the weather—presented in deft verse.

NEW BOOKS IN THE ARMED SERVICES EDITIONS

The 32 new titles published each month in the Armed Services Editions are distributed to all ships in commission and to shore-based activities outside the U. S. These books are special editions of the best reading from old classics to the newest best sellers, published only for the Army and Navy. Their size and shape make them especially easy reading. They are to be freely used and passed from man to man so that they may be enjoyed by as many as possible. Send any comments or inquiries to BuPers.

Books currently being shipped are:

AUNT BEARDIE by Joseph Shearing (P-23). *The New Yorker* recommends this for those who like their murders neat.

BLOOD UPON THE SNOW by Hilda Lawrence (P-17). Smooth handling of a nice case of horror.

BOOMERANG by Comdr. William Chambliss, USNR, (P-2). Navy tale of American courage and ingenuity in the Pacific.

BOTTS IN WAR, BOTTS IN PEACE by William Hazlett Upson (P-21). Collection of short stories about the inimitable Botts, salesman for Earthworm Tractors.

BRAVE MEN by Ernie Pyle (P-30). From naval vessels, from the beaches and from the front itself, Pyle collected his material on the invasion of France.

DANGER IS MY BUSINESS by Capt. John D. Craig (P-20). A deep-sea diver's adventures with octopuses and sea life on many an ocean floor and with jungle life through thirty-five countries.

DRAGONWYCK by Anya Seton (P-27). Stormy and violent tale of love and hate among the early Dutch settlers of the Hudson River valley.

THE FIGHTING FOUR by Max Brand (P-8). Tough desperadoes and ruthless killers are no match for the great Silvertip.

THE GREAT BUSTARD AND OTHER PEOPLE by Will Cuppy (P-7). Mixture of satire and outrageousness that includes *How to Tell Your Friends from the Apes* and *How to Become Extinct*.

HOTEL SPLENDIDE by Ludwig Bemelmans (P-4). An extravaganza of those who serve and those who are served, against the background of a luxury hotel.

THE KINGDOM OF SWING by Benny Goodman (P-10). In the groove with an A-1 band leader.

LADY INTO FOX by David Garnett (P-1). Persuasively written fantasy of the sad predicament of an Englishman whose wife literally turns into a fox.

LIE DOWN IN DARKNESS by H. R. Hays (P-11). Serenity pervaded the household of the two spinsters until one began to exhibit the temperament of a black widow spider. Good horror story.

LOST ISLAND by James Norman Hall (P-5). The impact of industrial civilization upon a peaceful island in the Pacific as the Seabees plan an airfield.

MANY HAPPY DAYS I'VE SQUANDERED by Arthur Loveridge (P-18). Reminisces about his adventures with snakes, monkeys, crocodiles, lions and beer-drinking bush babies in Africa.

MOTHER WORE TIGHTS by Miriam Young (P-13). Mother not only wore tights but followed the vaudeville circuit with her husband Frank and their child. This is their story dished up with humor.

NOT QUITE DEAD ENOUGH by Rex Stout (P-6). In the first story, Nero Wolfe is goaded into solving a particularly nasty murder. In the second, he works for the Army exposing sabotage.

STORIES by Erskine Caldwell (P-19). Mostly about the south, with a few memorable exceptions about Maine, these stories run the gamut of emotions.

TRAIL TOWN by Ernest Haycox (P-16). Trail Town had so many tough characters that it was a toss up whether Dan Mitchell, their fighting sheriff, would live long enough to clean it up.

A TREASURY OF SCIENCE edited by Harlow Shapley (P-31). Essays written by such scientists as Jeans, Eve Curie, Ditmars, Huxley, Galileo, Jenner, Peattie and de Kruif.

THE VALLEY OF SILENT MEN by James Oliver Curwood (P-12). Jim Kent confesses to a murder he did not commit.

VALLEY OF THE SKY by Hobert D. Skidmore (P-9). Thoughts and hopes and dreams of the crew of a bomber.

WORLD'S GREAT HUMOROUS STORIES edited by Irvin S. Cobb (P-22). A collection well calculated to elicit the maximum of chuckles and guffaws.

YANKEE FROM OLYMPUS by Catherine Drinker Bowen (P-32). Human and understanding portrait of one of America's outstanding men—Chief Justice Holmes.

O'HENRY MEMORIAL AWARD PRIZE SHORT STORIES FOR 1943 edited by Herschel Brickell (P-25). America's best in the short story.

ONE MAN'S MEAT by E. B. White (P-26). 45 essays on various and sundry subjects; reflections upon his life in New York and on his farm in Maine.

PILOTIN' COMES NATURAL by Frederick Way, Jr. (P-14). Steamboating on the upper Mississippi half a century ago.

THE REBELLION OF LEO MCGUIRE by Clyde Brion Davis (P-24). A gentleman thief with a Robin Hood philosophy ends up in prison for his misdeeds; there reforms, is paroled and accepts a war job.

THE REPUBLIC by Charles A. Beard (P-29). America today. A frank analysis of its political and social structure.

ROOKIE OF THE YEAR by John R. Tunis (P-3). A cool-headed rookie breaks into baseball.

SLOGUM HOUSE by Mari Sandoz (P-28). Graphic picture of Nebraska's early pioneering days.

STARLIGHT PASS by Tom Gill (P-15). A ranger fights to defeat the unscrupulous Bert Pogue and his notorious North Continental Development Company.

Official U. S. Navy photograph

Endless rows of factory lights are reflected on transparent laminated-plastic turret domes being readied for PBMs.

Waging Naval War With Plastics

Mixing 'Coal, Air and Water' Has Solved Many Critical Shortages for the Navy and Turned Up Some Novel Ideas

TO the list of things which have changed the nature of modern war add these: a scarcity of elephants and a $10,000 offer for a billiard ball.

Because of them, the Navy today fights with the aid of plastics. Many materials whose shortage might have hamstrung the war effort have been replaced and, more often than not, improved upon. Researchers have turned up such interesting developments as bullet holes that disappear and charts that light themselves.

There was a time after the Civil War when elephants were among the scarcer items in the world, and a severe shortage of ivory resulted. Among those hard hit were manufacturers of billiard balls. To keep alive a favorite sport—as well as his business—one billiard ball manufacturer offered a $10,000 award to anyone developing an artificial ivory.

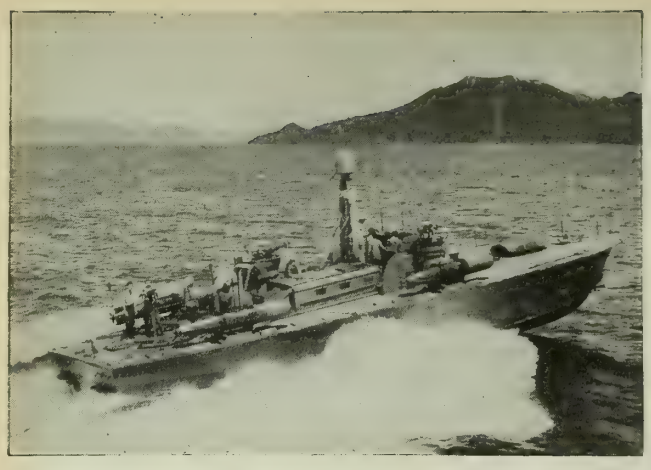
The offer interested two young printers, John Wesley Hyatt and his brother Isaiah. Working evenings and Sundays, they began experiments with guncotton and camphor and in 1869 patented an artificial ivory which they called celluloid.

There is some doubt whether the Hyatt brothers ever got the $10,000 prize, but there has been no doubt as to the importance of this synthetic material and the part it and its descendants are playing in the war. Every ship, station and bureau of the Navy uses plastics in some form. The bugles that signal the opening and closing of the day, dishes that serve the food, smokeless powder, airplane parts, training devices, insulating materials—those, and almost countless other items, may be plastic.

Using plastics has saved the Navy millions of pounds of critical materials as well as thousands of valuable man- and machine-hours. During the first year of the war, 2,000,000 pounds of aluminum alloy, for instance, were conserved through the use of plastics and plywood. Most of this was saved in the manufacture of six aviation articles alone: droppable gas tanks, gas-tank fittings, wing tips, ailerons, chart boards and flooring. Every Navy fighter plane has between 300 and 400 plastic parts, and bombers have up to 500.

The wide use of plastics by the Navy in aviation and other fields is not entirely the result of an attempt to replace critical metals with "just-as-good" plastic materials. Plastics are used because they are right for certain jobs. The millions of plastic products used by the Navy have been produced through years of research within the naval service and through cooperation with commercial manufacturers and chemical concerns. Some of this experimentation goes back 35 years, and at least one Navy plastic goes back to the Spanish-American war.

The work done by one bureau alone —Ordnance—gives some idea of the Navy's use of plastics. BuOrd has a separate laboratory devoted to plastics and synthetic rubber. Established in November 1942, the lab was intended to be a place where plastic products could be tested and their merits evaluated. As the lab grew from a few small machines to a large workshop of molds, testing apparatus and miscellaneous equipment, it became more and more a place where plastic products were produced. Much of its time now is devoted to development of new ways in which plastics



Official U. S. Navy photographs

PLASTIC PLYWOOD hulls, which keep down weight of PTs, have proved able to stand rough treatment.

NEW ADDITION to the Navy's life-raft equipment is this plastic "solar still" to make sea water drinkable.

can be used and to studying the new materials which are currently being developed.

Almost every one of the more than 20 different plastics may be seen at the lab. There are plastic blocks lighter than balsa wood, weighing half a pound per cubic foot, and blocks with a tensile strength of 50,000 pounds per square inch. (Mild steel has a tensile strength of 60,000 pounds.) There are jet-black plastics, gay multicolored plastics and crystal-clear ones.

Plastics in general are of two types—thermosetting or thermoplastic. Thermoplastic, or heat-*softening*, products may be remolded indefinitely. They can be produced faster and cheaper than the thermosetting, or heat-*hardening*, variety which cannot be remelted.

Although both types take hundreds of different shapes and have as many different qualities, the chemicals from which they are produced are all derived from such common sources as water, wood, air, coffee, soybeans, oats and milk.

Back in the days when women could get nylon stockings it was said this plastic hosiery was made of coal, air and water. This was approximately true. It contained carbon, oxygen, and hydrogen, which is another way of saying coal, air and water. Of course, you couldn't throw these three in a mixing bowl, beat them up and get nylon thread; but carbon, oxygen and hydrogen are the three elements found in many of the resins used to make plastics.

Resins are made by a chemical condensation or polymerization of various substances, which changes them into compounds having different physical properties. The resulting resins, in either liquid or solid form, are placed in a mold and subjected to heat and pressure. When this hardens, it will be a full-fledged plastic in the form of a salt-shaker top, instrument housing, gas-mask lens or any one of a thousand other things, according to the mold used.

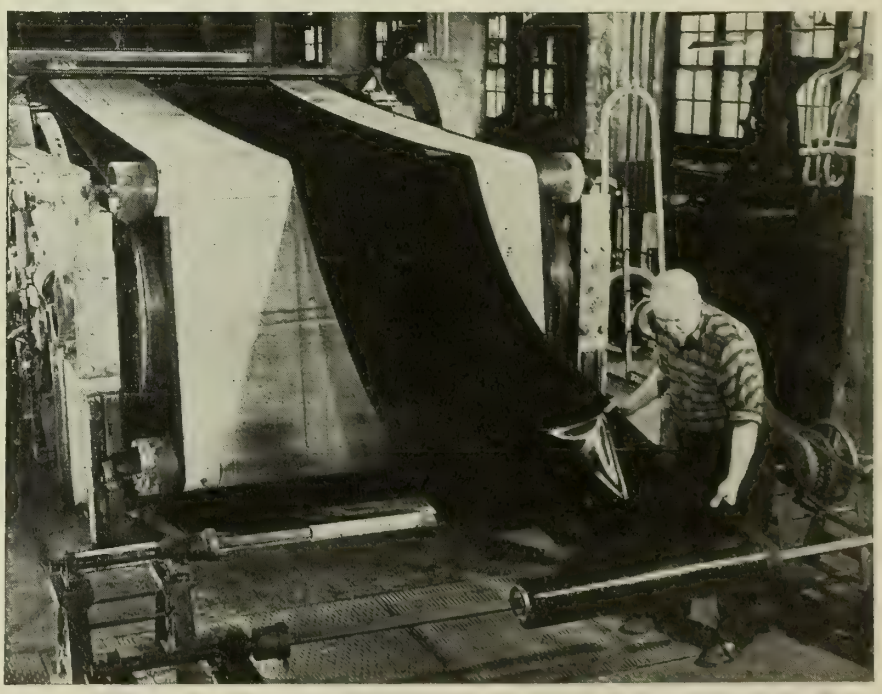
Plastics are not always molded pure; often cloth, paper or wood is impregnated with resin and then subjected to heat and pressure. If the plastic is to be used as an insulating material, the resin can be mixed with mica; if it is intended to be fireproof, it can be mixed with asbestos.,

One familiar product, the cafeteria tray, is made from impregnated macerated cloth. Cuttings and trimmings of Navy scivvy shirts and the Army equivalent are impregnated with resin, given the heat treatment and molded —the result: a plastic tray. So in a way, maybe an Army man has given the shirt off his back so you can eat your food.

The insulating qualities of plastics are probably their greatest assets and most important properties. The Navy began experimenting with plastics for shipboard electrical insulation more than 35 years ago. Today, there is almost no end to the number of plastic insulators used in the construction of naval aircraft, ships and buildings. Probably the largest use of plastics by the Navy is in cable construction. Plastics are used in the construction of distribution panels, circuit breakers, switchboards—in fact in any item requiring an insulating material which is resistant to water, heat and flame.

One of the principal uses of plastics by BuAer is in transparent plastic sheets for cockpit canopies, turret housings and bomber noses. Acrylic sheeting, a crystal-clear transparent plastic, is used in the manufacture of all cockpit canopies for Navy fighter planes.

Recently a commercial company developed a new three-ply transparent laminated plastic sheeting that gives added protection to airmen flying in pressurized high-altitude planes. The new sheeting proved to have a self-sealing tendency. Bullet holes close up almost immediately because of the rubber-like nature of the inner plastic sheeting. The sheeting has already been installed in pressure cabins of



Photograph from Thiokol Corp.

Plastic sheating for lining fuel-storage tanks rolls off curing press.

the Army's giant B-29s and has made it possible for crews to go without oxygen masks. By using the laminated plastic enclosures, nearly normal ground-level atmospheric conditions have been maintained.

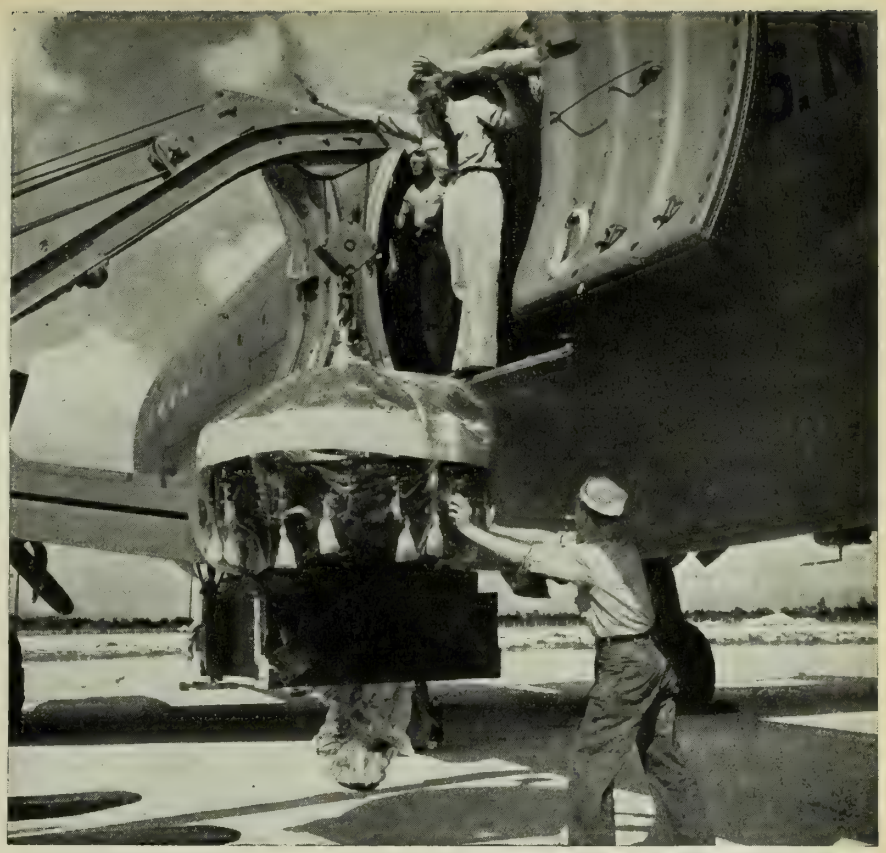
All naval aircraft engines, when being shipped, are encased in moisture-resistant plastic bags. Propellers for training planes, adapters, baffles, bearings, support panels for self-sealing fuel tanks, wing tips, housings of all types, shelves, sockets, control pulleys and bushings are a few plastic applications used in plane construction. Plastics have made possible a great weight saving on planes. The plastic antenna masts, which have succeeded the old type of wood reinforced with steel, have saved 35%. The plastic nozzles used to defrost windshields weigh 45% of the metal nozzles once used—and cost 30% less.

In order to improve the overall performance of naval aircraft, BuAer is sponsoring a variety of plastic research products at its plastics laboratory at the Naval Air Material Center, Philadelphia, and other large government laboratories. Extensive research is being conducted to develop a stiff, lightweight combination of materials for use in naval aircraft structures. The objective is being obtained by use of sandwiched material composed of high-strength plastic laminates or aluminum faces separated by a low-density case material such as balsa wood. The performance of high-speed aircraft depends on a smooth flow of air across the flight surfaces. The sandwich construction helps achieve this. BuAer has also sponsored the development of resins that can be molded by low pressure to produce high-strength plastic laminates. These permit the molding of large structures with low-cost equipment.

Plastics ride the seas also. Little things like curtain rings, drawer pulls, coat hooks, soap dishes, dust pans and bulletin boards often are made of plastic. If the cuspidor on your ship doesn't have that familiar ring anymore, you will know it is made of plastic instead of brass. The chair you are sitting in may be of plastics. Recently BuShips ordered plastic fireproof upholstery for all combat ships. The new upholstery, used in all new ships and all old ships returning to service after repairs, is non-smoldering, gasoline- and oil-resistant and extremely durable under wide temperature ranges. The material is also being used as turret lining and seat covering in bomber and fighter aircraft.

The laminated plywood hulls of PT boats have already proven their ability to stand up. Recently tests were made of a plastic lifeboat but as yet the new type of craft has not been put into operation.

Blackouts need not be a hindrance for sailors reading charts if their ship is equipped with fluorescent plastic chart envelopes or covers. This new envelope, having a fluorescent pigment, emits a minimum glow sufficient to make descriptive material covered by the envelope or folder visible under the black light of near-ultraviolet rays. Blackout quarters for chart-reading are not needed with it.



Official U. S. Navy photograph

ENCASED IN PLASTIC, moisture-resistant bag, an aircraft engine is loaded for shipment aboard a NATS cargo plane.

The problem of overcoming fouling organisms and shipworms has been the object of research almost since the beginning of navigation upon the seas. The introduction of iron and steel vessels also brought the problem of underwater corrosion.

As the result of intensive research by BuShips over a period of years, the Navy now uses a plastic ship-bottom paint which has materially reduced corrosion and fouling, thereby bringing about enormous savings in fuel oil. Incidental results are a lessening of strain on machinery and reduction of critical demand for docking facilities for cleaning and painting ship bottoms.

For U.S. seamen the use of plastic paint has meant much less scraping and painting. Considerable saving of elbow grease also has resulted from the development of plastic desk-clock cases for naval and merchant ships. Cases for these timepieces formerly were manufactured from expensive brass castings that had to be machined and polished frequently. The new synthetic cases look like their best after a once-over-lightly with a cloth. In this instance plastics were called to the front not as a labor-saving device but to substitute for a critical metal.

In many instances substitute products have proved better than the material they replaced. For example, when used as certain types of hand valves on ships, plastics have several advantages over metal. They are available in many solid colors, and handles made from distinctive colors are easier to identify quickly. Also, plastic provides greater insulation under extremes of temperature and makes a better nonskid grip for the user.

Another substitute since proved better than the first-string product is the combat binocular developed and designed by the U.S. Naval Observatory. Improved features of these combat binoculars include extreme resistance to the corrosive effects of salt water and air, effective waterproofness when submerged to depths of more than 100 feet, sturdy mechanical construction and fixed adjustment of focusing. These characteristics make the instrument well suited to tropical climates, amphibious operations and use in submarines. The plastic binocular is also capable of withstanding far more shock than the old-type aluminum binocular. The resistance of the substitute binocular to the penetration of moisture and fungus provides additional advantages.

The Training Activity of BuPers found many uses for plastics. To name a few: blinker apparatus for signal practice, chart-projection demonstrator for teaching navigation, sextants, models of ships for recognition training, damage-control-system models and amphibious-training devices such as ship-to-shore demonstration panels.

Plastic research for BuMed is conducted by the medical and technical staff of the bureau. Plastic syringes and medical tubing of all types are made of synthetic materials. One of the greatest obstacles to the further

(*Continued on page* 71)

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands which violable instances. Communications in all possible these provisions may be returned via late official channels. Do not send postage or return envelopes; no private reply will be made.

EMERGENCY LEAVE

SIR: Is a recommendation from the American Red Cross and the attending physician required before emergency leave can be granted because of serious illness at home?—M.L.B., S2c, USNR.

• *In general, the granting of leave is the prerogative of the CO. The Navy Department may or may not call upon the American Red Cross for information upon which to determine whether or not emergency leave shall be granted. The report of the Red Cross is expected to be factual, and opinions or recommendations are not requested in such a manner as to place responsibility upon the Red Cross or the attending physician.*

It is not the intention of the Navy, however, to rely upon either the Red Cross or the family physician to determine the necessity of a man's presence at home. The necessity of his presence, as well as whether or not his services can be spared and transportation can be arranged for him, are all matters under the cognizance of the immediate commanding officer.—ED.

DISCHARGE CERTIFICATES

SIR: In January 1944, when I completed 16 years in the Navy, I was discharged and reenlisted immediately. However, I received nothing to show that I had been discharged. The ship's writer told me that such certificates had been discontinued. Is this correct?—C.O.M., CSK, USN.

• *Yes. BuPers Circ. Ltr. 158-42 (NDB, cum. ed., 42-1021) discontinued for the duration discharge certificates for regular Navy men who are discharged for purpose of reenlisting immediately. Personnel who are discharged for reasons other than for reenlistment, however, continue to be issued certificates showing the type of discharge they receive.*—ED.

CREDIT WHERE DUE

SIR: Your January 1945 issue, p. 47, reports that more than 800 naval personnel and civilian employees at NAS, Floyd Bennett Field, N. Y. gave 693 pints of blood in 420 minutes to a Red Cross mobile unit, which you say set a nation-wide record for mobile unit collection.

Although Floyd Bennett deserves highest praise for its generous contribution, I should like to point out that the 25 Nov. 1944 issue of *Ramp-Age*, station paper at the Landing Craft School, U. S. Naval Amphibious Training Base, Coronado, Calif., reported that 934 pints of blood were contributed in one day to a mobile unit by more than 1,500 officers and men here.

Even our proud record, we understand, was topped by the marines at the Marine Corps Air Depot, Miramar, Calif., who donated more than 1,000 pints to a mobile unit.—M.L.C., Lt.(jg), USNR.

ADVANCEMENT OF CPA

SIR: I am a certified public accountant and college graduate. Is there a specialist rating for which I can qualify, since there is a long waiting list for the storekeeper rates on this ship?—H.L.D., S2c.

• *No, since CPAs are considered best qualified for storekeeper duties. Advancement to the SK rating must, however, be made within complement, and in accordance with instructions contained in BuPers Circ. Ltr. 297-44 (NDB, 30 Sept. 1944, 44-1145).*—ED.

NAVY TEAMWORK

SIR: I have just finished reading "They Went to Hell and Back" by Comdr. Donald J. MacDonald, USN, on p. 20 of your Nov. 1944 issue. I agree with him that the USS *O'Bannon* (DD 450) was a swell ship with a swell crew. This I know, as I have sailed on the USS *Nicholas* (DD 449) in the same task force with her.

Now, it isn't that I want glory—and I believe I can speak for the rest of our crew in this matter—but those of us who also went to hell and back when things were happening in the South Pacific wonder why so much is written about the *O'Bannon*, when an equally heroic story could be told about the entire task force. —E.K., CM2c.

• *The story of the* O'Bannon, *as we saw it, reflected credit on the destroyer service as a whole: her achievements were but one sample of the total achievements of DDs in this war. And since it goes without saying, in the Navy, that achievements are products of teamwork, our publication of an article about one ship in a task force implied no failure to appreciate the work of her teammates—including, in this case, the* Nicholas, *which (like the* O'Bannon) *was honored with the Presidential Unit Citation. For an article specifically describing teamwork in a task force during battle, see "They Ran . . . But Won" in the Jan. 1945* INFORMATION BULLETIN, *p. 2.*—ED.

K-9 VETERANS

SIR: We would like to get an experienced mascot for our ship. Recently we read that some of the "veterans" from the K-9 Corps were going to be sent back to "inactive duty," and we thought that maybe we could get one of them. Can you give us the details and tell us where to write?—J. J. C., COX., USNR.

Requests from prospective purchasers may be sent to Dogs for Defense, Inc., 22 East 60th Street, New York City, a nonprofit civilian agency which was originally set up to obtain the dogs for the Army.

The Treasury Department prices the dogs at $15 to $25, depending on the distance from Ft. Robinson, Neb. The price covers costs for handling, transportation and equipment.—ED.

NUMBER OF WAVE CPOs

SIR: How many Waves are chief petty officers, and how do they get that rating? —B.L.O., S1c, USNR.

• *Of a total of 73,945 enlisted Waves, 32 are CPOs. A Wave must work up through the rates to become a CPO and, as in the case of male personnel, may not be advanced in rating unless there is a vacancy in the station complement.*—ED.

MINECRAFT INSIGNIA

SIR: As members of a degaussing station, are we eligible to wear the new minecraft insignia?—E.H.P., EM2c.

• *Although degaussing duty is concerned with safeguarding ships against mines, you are not eligible to wear the minecraft insignia. BuPers Circ. Ltr. 368-44 (NDB, 15 Dec. 1944, 44-1399) limits it to "enlisted personnel serving in minecraft."*—ED.

FLIGHT ELECTRICIAN

SIR: Is there a rating in the Navy called "flight electrician"?—S.B.L., ARM2c.

• *No. Flight electrical work is performed by aviation electrician's mates, who may be assigned temporary flight duty by their COs under authority contained in BuPers Circ. Ltr. 57-42 (NDB, cum. ed., 42-2117).* —ED.

ARMY NURSE CORPS

SIR: As I am married, I am not eligible for a commission in the Navy Nurse Corps. I have, however, had 13 years experience as a registered nurse, and would like to inquire if it would be possible for me, with the recommendation and approval of my CO, to be released from the Navy in order to accept a commission in the Army Nurse Corps, which is now urgently recruiting the nurses needed to help care for our wounded servicemen, both here and overseas?—L.B.M., PhM2c, V-10, USNR.

• *It has been the policy of BuPers to grant discharges to enlisted personnel for the purpose of accepting commissions in the Army Nurse Corps. To be considered you may write BuPers, via official channels, stating in detail your nursing experience, and also enclosing a statement from the Army Nurse Corps that you will be accepted for a commission in the event your request for release is approved by the Navy.*—ED.

LIBRARY WORK

SIR: What rating may a Wave strike for who is interested in library work?—H.K., S1c, V-10, USNR.

• *Under provisions of a letter from the Chief of Naval Personnel to all naval activities, dated 22 Feb. 1943, Waves may be assigned library work ONLY as a collateral duty. Consequently, there is no rating for which a Wave may strike and be assured of being assigned library work.* —ED.

NONCOMBAT AWARD

SIR: I was awarded the Navy and Marine Corps Medal after my ship was in action against the enemy at Biak, New Guinea, on 12 June 1944, at which time I received minor wounds as a result of aerial bombardment. The INFORMATION BULLETIN, November 1944, p. 37, states that the Navy and Marine Corps Medal is awarded for "noncombat only." Please explain.—G.M., CPhM, USN.

• *The award of this medal may be made for acts which occur during action with an enemy, providing they do not involve actual combat. Such was your case: You were decorated, not for fighting the enemy, but for aiding the wounded aboard your ship.*—ED.

PAY NOT LOST DUE TO VD

SIR: Does the Navy still dock a man's pay for any time he loses from duty due to venereal disease?—J.R.A., AM1c, USNR.

• *No. All instructions relative to loss of pay (as distinguished from loss of time) while absent from duty due to venereal disease were rescinded as of 27 Sept. 1944 by Alnav 189-44 (NDB, 15 Oct. 1944, 44-1162).*—ED.

MOVING HOUSEHOLD EFFECTS

SIR: Three weeks ago I borrowed $200 from our ship's welfare fund to move my furniture from Newark, N. J. to Urban Crest, Ohio, which shall be my permanent home after the war. I am stationed aboard a ship operating from an eastern port. Am I entitled to reimbursement from the Navy for the moving expense? —D. H., StM2c.

• *No, since federal laws limit the moving of household effects at Government expense to petty officers second class and above. For details see BuS&A Manual, Section 18-7.*—ED.

MARKSMANSHIP MEDALS

SIR: Are hospital corpsmen prohibited from receiving medals for marksmanship? —J.A.K., Chief Pharmacist, USN (Ret.).

• *No. BuPers Manual, Art. D-5320(2), states: "Enlisted men of the Navy, with the exception of hospital corpsmen, are considered as being so stationed that they may be required to use the rifle. All enlisted men of the Navy are considered to be so stationed that they may be required to use the pistol. Hospital corpsmen in the landing force may be armed with the pistol for self-defense, but it is not contemplated that they will be armed with the rifle and, therefore, they are not entitled to extra compensation for qualifying in this arm." Note that hospital corpsmen are not prohibited from qualifying in the rifle; they simply are not entitled to extra compensation for so doing—which is no hardship, since such extra compensation is not now being paid (see "Extra Compensation,"* INFORMATION BULLETIN, *December 1944, p. 39).*—ED.

SIR: To qualify for the Navy expert pistol shot and expert rifleman ribbons and medals, are Waves required to make the same scores as are male personnel?—M.R.K., S1c, V-10, USNR.

• *Yes, all hands—male or female—must make these qualifying scores: expert rifleman, 220 out of 250 (if using carbine, 175 out of 200); expert pistol shot, 245 out of 280 (if using revolver, 210 out of 240). For details see Landing Force Manual, Chap. 19, Sec. III., for .03 rifle, .45 cal. pistol and .38 cal. revolver. For carbine see Cominch ltr. to all ships and stations dated 25 July 1943. (NDB, cum. ed. 1943, 43-1245)*—ED.

MILITARY COURTESY

SIR: In the comic strip "Terry and the Pirates" Lt. Comdr. Pat Ryan recently was shown [*above: reproduced with permission of News Syndicate Co., Inc.*] returning Army Lt. Terry Lee's salute when uncovered. We don't believe this is correct but have wondered if maybe a naval officer, even though not wearing a cap, would return an Army salute merely out of courtesy. How about this?—F.L.McC., S1c, USNR.

• *Whereas Army regulations provide for saluting when uncovered, Navy Regs, Art. 266, specifically state that officers and enlisted men of the Navy salute only when the head dress is worn. Lieutenant Commander Ryan should have acknowledged Lieutenant Lee's salute with a nod and verbal greeting.*—ED.

EDUCATION UNDER 'GI BILL'

Editor's note: Many inquiries have come in concerning educational provisions of the "GI Bill of Rights" (outlined in INFORMATION BULLETIN, *Sept. 1944, p. 64). While fine points of eligibility can be decided only by Veterans Administration, Washington 25, D. C., to whom all inquiries should be addressed, some frequently asked questions of general interest are answered below.*

SIR: Has the Veterans Administration released a list of approved schools which veterans may attend under this bill?—A.W., RM2c, USNR.

• *Veterans may attend any accredited school recognized by the department of education in the state where the school is located. Permission has also been granted by Veterans Administration for ex-service personnel to attend recognized schools in foreign countries.*—ED.

SIR: Are members of the Coast Guard eligible?—R.G.C., BM1c, USCG.

• *Yes; GI Bill covers all U. S. armed forces, including women's reserves. Main requirements are: (a) that you be discharged or released under conditions other than dishonorable; (b) that you have at least 90 days' active service; and (c) that some part of that service come within the period from 16 Sept. 1940 to the end of the war.*—ED.

SIR: Although the maximum training you can get is four years, the law says the amount of additional training beyond one year is limited to the time you spent in active service "on or after 16 Sept. 1940 and prior to termination of the present war." Does this mean that any time we may be required to serve after the war will not count toward this?—A.F.M., Y3c.

• *That's right. But remember that the end of the war doesn't come when the shooting stops. In the last war, the armistice was signed on 11 Nov. 1918. But the war was not officially "over" until 2 July 1921, when President Harding signed the joint resolution of Congress terminating the war. If you had served any time between those two dates, it would have counted as prior to the termination of the war.*—ED.

SIR: A veteran who enlisted before 16 Sept. 1940 is limited to one year's education or training. Are these far-sighted veterans to be deprived of the three additional years of training they have earned by their service?—H.O.D., Y1c, USN.

• Every *eligible veteran is entitled to one year of education or training.* Every *eligible veteran whose education or training was "impeded, delayed, interrupted or interfered with" by reason of entrance into the service is entitled to additional education equal to the time spent in active service on and after 16 Sept. 1940. The law also provides that any person whose "age of entry into service" was under 25 is automatically presumed to have had his education interrupted. (Your "age on entry into service" is figured one of two ways: if you entered service* on or after *16 Sept. 1940, it is your age on date of entry; if you entered service* before *16 Sept. 1940, it is your age as of 16 Sept. 1940). Additional training is also dependent on your completing your first year satisfactorily according to the standards of the institution you attend. Maximum training allowed is a total of four years.*—ED.

SIR: Are regular Navy men—whose expiration of enlistment terminates a year or more following release of USNR personnel—given the same educational opportunities under this bill as USNR men?—D.J.O'C., SK1c.

• *Yes, and especially so since the amount of added training which you may be entitled depends on your length of service. See answer to A.F.M., above.*—ED.

SIR: If a man and his wife were *both* attending college prior to their enlistment in the Navy, are both eligible for subsistence benefits? Under present set-up, a person without dependents gets $50 a month, while a married person gets $75 a month. Would both parties in this case be able to draw $75?—E.P.R., S2c, USNR.

• *If both were eligible veterans, Veterans Administration would give the husband a $75 monthly subsistence allowance, and in addition his wife would get $50. However, if the wife had a child or other proven dependent, she too would be eligible for the larger amount.*—ED.

SIR: Is a lieutenant with base pay of over $200 (due to longevity) eligible?—W.L.M., Lt.

• *Yes, presuming he met other requirements. The $200 base-pay limit (fogies are not part of base pay) applies only to mustering-out pay, not to the GI Bill.*—ED.

SIR: Does time spent in (a) V-12, (b) V-5, (c) as a midshipman, count toward the period of active service required?—D.V.N., AS, USNR.

• *The bill excludes from the computed period of active service time spent in education or training under the Army specialized training program or the Navy college training program if the course was a continuation of his civilian course and was pursued to completion; also excluded is time spent as a cadet or midshipman at one of the service academies. You would have to have at least 90 days' active service exclusive of such time to be eligible for the first year of education or training; for amount of additional training to which you might be entitled, see answers to A.F.M. and H.O.D., above.*—ED.

ADVICE TO LOVELORN

SIR: While our ship was in Sydney, Australia, I met a charming young lady whom I would like to have come to America and be my wife. I wrote the State Department and was advised that she should call on the American consul in Sydney. I was told that there is a 100 yearly quota for Australians, and that there was a long waiting list of persons eager to come to the States. What is the procedure for the entry of non-citizens to the United States who wish to make the U. S. their permanent home, and is there any way I can expedite the matter?—K.K.Y., Y2c, USNR.

• *In order to be assigned to the long waiting list for the 100 yearly quota, the young lady should call on the consul in Sydney. The requirements for entry of non-citizens to the U. S. as permanent residents specify that you and a near relative must submit a notarized statement in duplicate to the State Department saying that you are able and willing to assume support of the person desiring entrance into the U. S. The statement should include the fact that you intend to marry the girl, and list your assets, salary, bank account, business income, property or other resources as evidence that you are able to assume support of her and proof that she will not become a public charge upon entry into the U. S. She would have to await her turn on the waiting list.*

The only alternative would be for her to request a visitor's visa to come to the U. S. Upon arrival here she would have to marry you immediately, after which you could then apply for permission for her to enter the country on a non-quota immigration visa as the wife of an American citizen. If this is granted, she would then be required to leave the country temporarily (she might go to Canada, Mexico or Cuba) and then reenter on the non-quota visa, which would entitle her to a permanent residence in the U. S.—ED.

LONGEVITY PAY

SIR: Does the time I spent in the United States Maritime Service count toward longevity pay in the Navy?—S.D.S., SC3c.

• *No. For details on liberalized longevity pay provisions, as announced by Alnav No. 200, see December 1944* INFORMATION BULLETIN, *p. 73.*—ED.

DISCHARGE EMBLEM

SIR: In 1942 I was given an honorable discharge from the Army. Now I am in the Navy and would like to know if I may wear the honorable discharge emblem recently authorized.—W.D.M., SK2c.

• *No, it is for wear by personnel who are no longer serving in the armed forces.*—ED.

CO OF RESCUE SHIP

SIR: In your issue of January 1945, p. 5, Comdr J. R. Hansen is named as CO of the USS *Morrison* at the time she helped remove 1,440 officers and men from the doomed USS *Princeton*. Is this correct?—I.I.Y., Capt., USN.

• *We are in error. Comdr. Walter H. Price,* USN, *was CO of the* USS Morrison *at the time. Shortly after the action he was relieved by Commander Hansen.*—ED.

FLEET RESERVE (F-5) PAY

SIR: On questioning numerous CPOs and officers who are ex-CPOs, I find no two of them agree as to the amount of retainer pay they will receive upon completion of 20 years continuous naval service and transfer to Class (F-5) of the Fleet Reserve. What is the correct figure?—E.F., ACEM, USN.

• *Permanent-appointment CPOs, 20-year class, Fleet Reserve (F-5) draw $69 retainer pay; acting-appointment CPOs get $63. For details see article, "The Retirement Pay Question," p. 31, December 1944* INFORMATION BULLETIN.—ED.

POSTWAR SEABEES

SIR: Will there be any possibility for me to reenlist in the Seabees after the war?—C.H.L., S1c, USNR.

• *Although a Construction Battalion is contemplated for the postwar Navy, for which studies are now being conducted, no announcement has as yet been made.*—ED.

SHOULDER INSIGNIA

SIR: Since the various directives issued on shoulder insignia do not specifically exclude CPOs, I assume they are also eligible to wear the shoulder patches. If so, may they be worn on all regulation CPO uniforms, regardless of color?—R.O.A., CBM, USN.

• *Your assumption is correct: The PT, Seabee, minecraft and amphibious shoulder insignia are authorized for ALL enlisted male personnel qualifying under the individual directives. The insignia may be worn on all uniforms, regardless of color. For correct way, see p. 75.*—ED.

Limited space makes it impossible to print more than a small proportion of the letters received each month. Only those of widest interest, for which the answers are not readily available at ships and stations, can be selected. If your letter does not appear, it is suggested that you check back through recent issues of the INFORMATION BULLETIN, since many letters must be eliminated because they have been answered by previous material in the Letters column or elsewhere.

BUREAU OF NAVAL PERSONNEL
INFORMATION BULLETIN
Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action.

MARCH 1945 NAVPERS-O NUMBER 336

This magazine is published for the information and interest of the Naval Service as a whole, but opinions expressed are not necessarily those of the Navy Department. Articles of general interest may be forwarded to the Editor.

All dates used are West Longitude unless otherwise indicated.

BRINGING IT HOME TO THE JAPS

THE whole Navy shares the feeling which Admiral Nimitz expressed for the Pacific Fleet in his first communique on the Navy's bombing of Tokyo: "This operation has long been planned and the opportunity to accomplish it fulfills the deeply cherished desire of every officer and man. . ."

And with that feeling goes also the congratulations of the rest of the Navy and pride in the achievement.

It is a pride which all can share as teammates, knowing that the Pacific Fleet will not begrudge the rest of the Navy if it elbows in on the Fleet's success. The Fleet knows and acknowledges that the speed and power of our present blows are not an isolated matter, but rather a cumulative result of the months and years of fighting and planning and drudging on the part of all hands. (As an example, see the article, "Behind Our Sky Fleets," p. 28.)

So we all exult in a Navy which can bring, and has brought, the war home to the Japs—and we look forward with increasing determination to the day when we bring it *all* the way home to final victory.

QUOTES OF THE MONTH

• *Secretary of the Navy Forrestal:* ". . . Mastery of the Pacific up to the shores of Asia . . . does not necessarily assure a swift end to fighting. That can only come when the arms of decision, the infantry and our mechanized armor, can be deployed against the main strength of the Japanese army."

• *Domei,* Japanese news agency, broadcast: "It is sheer nonsense for Americans to talk of having won the battle for the Philippines, or for MacArthur to be talking of Tokyo as his next goal."

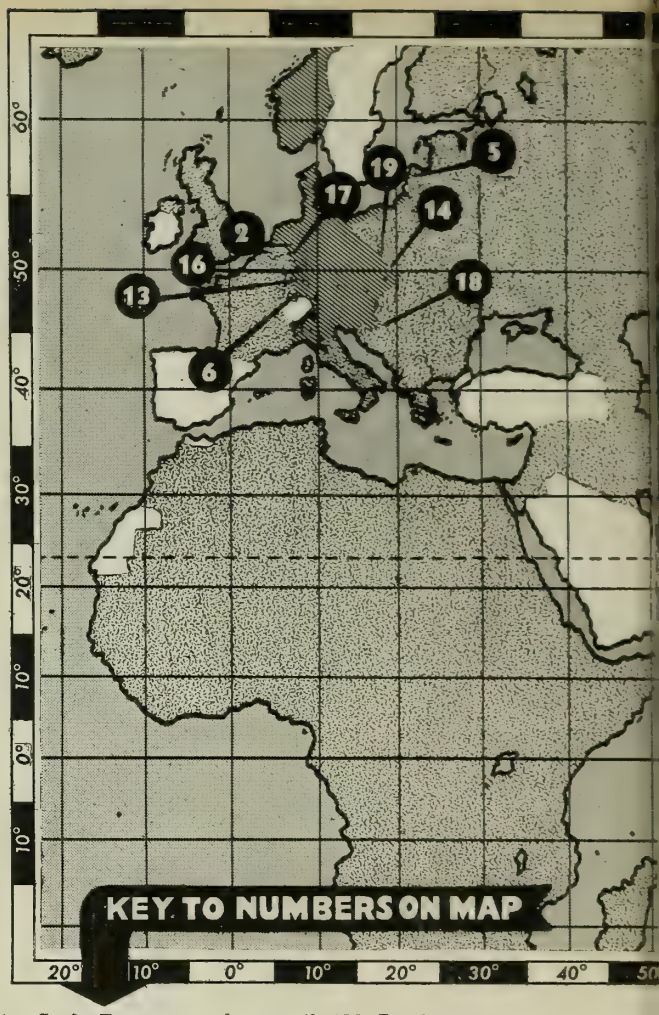
• *U. S. soldier,* after reception by liberated Filipinos: "Honest, I can't take it much longer. I'm not used to smiling like this all of the time!"

• *Lt. Gen. Alexander Vandegrift,* Commandant, USMC: "We hear much about the 'road to Tokyo.' We should like to think of it as a four-lane highway with no speed limit. Actually, that road exists only as far as we have built it. . . . The remainder of the way has been surveyed, but the road-bed has not been cut; the pavement has not been laid. We shall have to build it day by day, section by section, as we go."

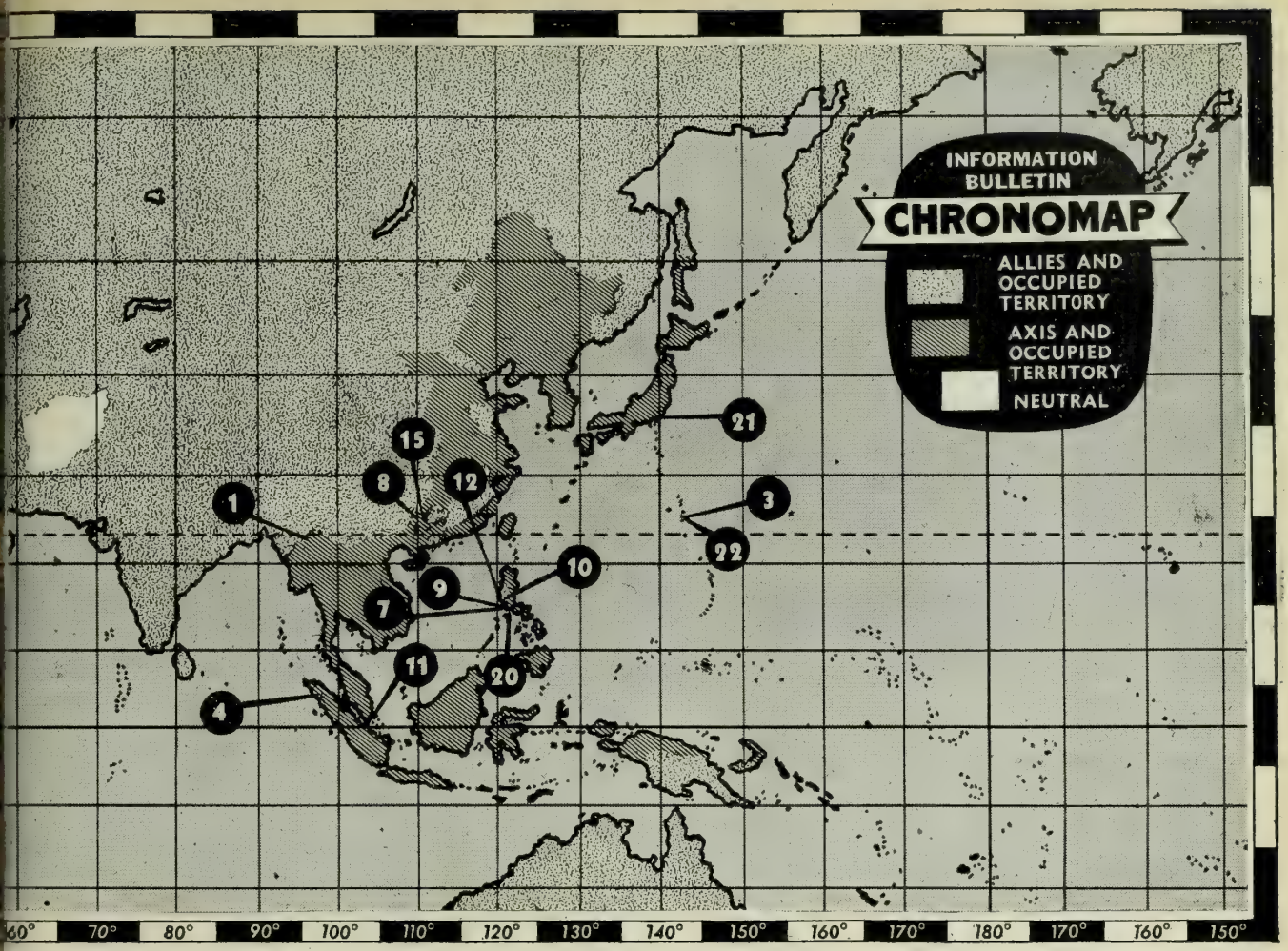
• *Lt. (jg) Robert Keeling,* USNR, skipper of a PT in one of two squadrons that shot down 20 Jap planes in three days: "We prayed twice a day—once in the morning to asked to be allowed to live throughout the day, and again in the evening to thank God for letting us . . ."

• *Hitler,* on 12th anniversary of his rise to power: "The horrid fate that is now taking shape in the east . . . will be warded off in the end and mastered by us despite all setbacks and hard trials."

• *Robert Ley,* German Labor Front leader: "In all probability what is left of the Reich capital may soon pass into Russian hands."



1. Ledo-Burma road opened (22 Jan.).
2. 9th AAF destroys 5,000 Nazi vehicles fleeing Belgium salient (22-23 Jan.); Allies retake St. Vith (23 Jan.).
3. Pacific Fleet units, B-29s, Liberators pound Iwo Jima (23 Jan.).
4. British carrier planes smash Jap oil sources on Sumatra (25, 29 Jan.).
5. Red troops take Memel, clear Lithuania (28 Jan.).
6. U. S. 3d Army reinvades Germany (29 Jan.).
7. U. S. troops make new Luzon landing on Zambales coast, threatening Subic Bay (29 Jan.).
8. Japs complete seizure of Hankow-Canton railway (30 Jan.).
9. Yanks land unopposed at Nasugbu on Luzon (31 Jan.); seize Cavite naval base (12 Feb.).
10. U. S. Rangers, Filipinos on Luzon rescue 513 Allied prisoners from camp behind Jap lines (31 Jan.).
11. B-29s sink huge drydock at Singapore (31 Jan.).
12. U. S. troops enter Manila (4 Feb.).
13. French, American troops lift Nazi threat to Strasbourg (5 Feb.).
14. Russians cross Oder River near Breslau (6 Feb.).
15. Chinese announce loss of Namyung and Kanhsien, sites of former 14th USAAF bases (6 Feb.).
16. U. S. troops attack in Reich in 70-mile front (7 Feb.); capture largest Roer dam (10 Feb.).
17. Canadian-British troops launch offensive at north end of Siegfried Line (8 Feb.); take Goch (19 Feb.).
18. Budapest falls to Russians after 50-day siege (13 Feb.).
19. 8,000 Allied planes hit Dresden and other German cities in path of Red Army (14 Feb.).
20. U. S. force lands in Mariveles harbor, takes Bataan (15 Feb.); paratroopers and amphibious forces land on Corregidor, seize decisive points (16 Feb.).
21. Pacific Fleet carrier planes attack Tokyo in waves, destroy shipping, 509 aircraft (15-16 Feb.).
22. U. S. Marines land on Iwo Jima, 652 miles from Tokyo, after three-day bombardment by 5th Fleet (18 Feb.).



THE MONTH'S NEWS

PERIOD 21 JANUARY THROUGH 20 FEBRUARY

Navy Planes Raid Tokyo; Iwo Invaded; Yanks Free Manila; Reds Near Berlin

The War

Last month was a dark one for the Axis, and some of its blackest shadows fell upon the enemy capitals themselves. Tokyo, already shaken by the Army's B-29s, shuddered under a two-day, 1,500-plane attack from U. S. Navy carriers that was quickly followed by the landing of U. S. marines on Iwo Jima, 652 nautical miles away. Berlin, rocked by Allied bombings day and night, heard the thunder of Red Army artillery only 30 miles away.

While the lengthening arm of our Central Pacific offensive was reaching out to Tokyo and Iwo (see page 2), U. S. forces in the Philippines reclaimed the former U. S. naval base at Cavite, liberated Manila, captured Bataan after a surprise landing in Mariveles harbor, then opened Manila Bay with a successful paratroop and amphibious invasion of Corregidor.

On 21 January U. S. troops on Luzon were 54 miles from Manila. A rapid advance saw the fall of Angeles, Rosario and San Fernando. A landing on the Zambales coast, effected without loss of man, ship or plane, sealed off Bataan and virtually placed Subic Bay in American hands. The following day U. S. 8th Army troops made another landing, this time at Nasugbu, 32 miles southwest of Cavite on the west coast of Batangas province. Sixty-six miles now separated the 6th and 8th Armies with threatened Manila between them. Five days later the vice closed and U. S. troops entered Manila.

More than 5,500 Allied prisoners and interned civilians, most of them Americans, were freed from Jap concentration camps at Santo Tomas university and Bilibid prison. Prior to the capture of Manila, members of the 6th Ranger Battalion, assisted by Filipino guerills, made a daring rescue of 513 prisoners from Cabanatuan prison camp, 25 miles behind Jap lines. The Rangers swooped down upon the camp at night, killed the guards and rescued the haggard survivors of the Bataan "Death March" and Corregidor. Fighting their way back to U. S. lines despite tank-led enemy attacks, the rescuers killed 523 Japs. Our losses were 27 killed and two wounded.

To save the lives of 221 civilian hostages at Santo Tomas, once one of the

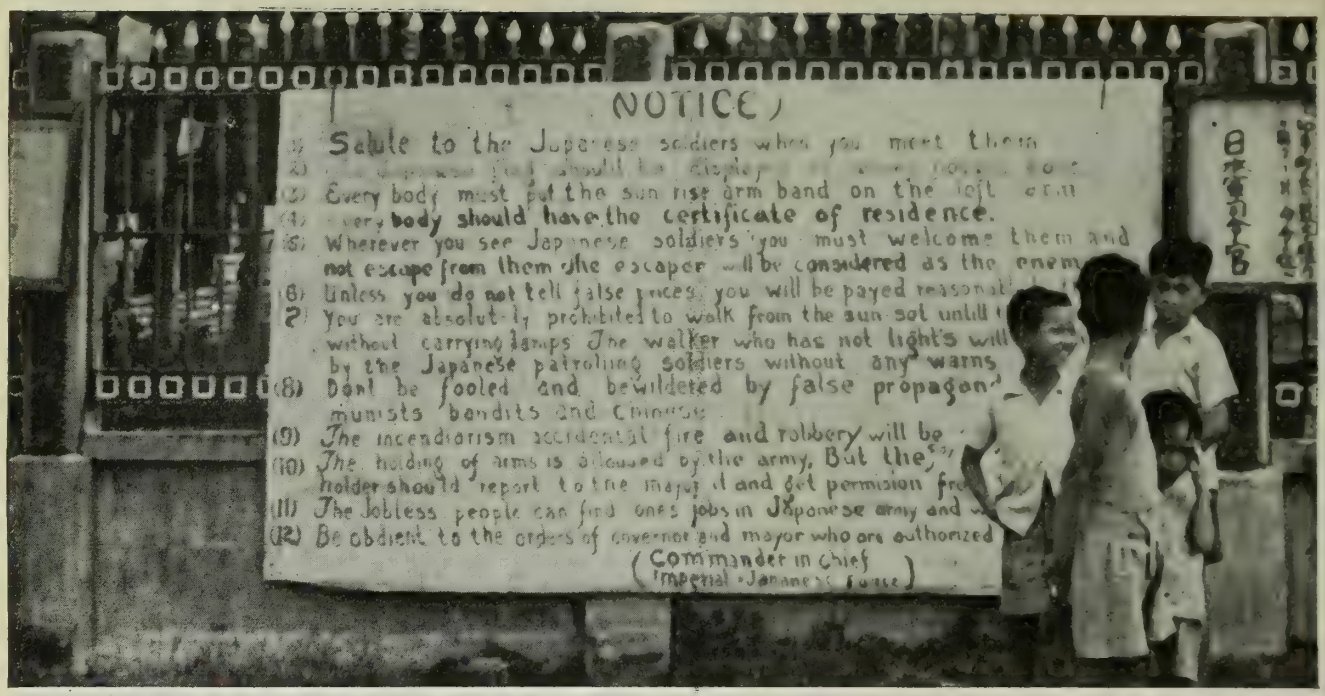
LAST APRIL

Pacific Fleet units supported our Southwest Pacific forces in landing troops at Hollandia and Aitape on New Guinea and, on their way home, battered Jap positions on Truk, Satawan and Ponape. U. S. naval forces also participated in an Allied carrier strike at Sabang on enemy-held Sumatra.

APRIL 1945

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	*	*	*	*	*

What will we do this year?



Official U. S. Navy photograph

REPEALED: Picture found in captured enemy barracks shows Jap regulations posted for Filipinos outside Santo Tomas internment camp, where U. S. and British civilians were held until freed last month by the Yanks on Luzon.

world's oldest universities, 66 Japs were reluctantly granted safe conduct through our lines. Sixty-nine nurses, "Angels of Bataan and Corregidor," were among those freed at the university.

House to house fighting continued all through Manila, with the Japs leaving a path of fire and death behind them as they retreated to the dock area of the Spanish-built walled city of Intramuros. Correspondents reported Manila streets littered with the bodies of women and children killed by the Japs.

A landing at Mariveles on 15 February led to the final capture of Bataan. It was accomplished with the aid of aerial and naval bombardment from the 7th Fleet, which neutralized enemy guns on Corregidor, fortified island at the entrance to Manila Bay, which had fallen to the Japs on 6 May 1942. Next day American forces landed on Corregidor and seized its decisive points, assuring complete capture. Paratroopers of the 503d Parachute Regiment surprised the enemy by landing in his rear. They were followed by sea-borne infantrymen of the 24th Division, who ferried across the channel from Bataan and landed on Corregidor's south shore.

General of the Army MacArthur announced that enemy casualties on Luzon in six weeks exceeded 92,000 as compared with 12,929 for his own forces—2,676 killed, 245 missing, 10,008 wounded.

With the war rapidly moving closer to Japan, Fleet Admiral Nimitz and his staff moved to Guam, new Advance Headquarters of the U. S. Pacific Fleet and Pacific Ocean Areas. Headquarters of the 21st Bomber Command is also on Guam, with B-29 bases on Saipan and Tinian.

Before the landings on Iwo Jima, made a day after the carrier raids on Tokyo, the island had been bombed for 74 straight days (starting, symbolically enough, on 7 December), and a large naval task force had bombarded its coastal defenses for three days. Superfortresses also hit Iwo during the month and concentrated other attacks on naval installations at Singapore, where a mammoth drydock was destroyed, and on industrial and military targets at Nagoya, Tokyo, Saigon, Ota, Rangoon and Bangkok. B-29 raids on Japan have been so successful that Tokyo announced removal of airplane and other vital war industries to Manchuria. As a possible indication of things to come, the enemy also reported that Leiutenant General Wainwright, U. S. commander in the Philippines at the time of the surrender, and 177 other American prisoners of war had been shifted from internment camps on Formosa to Manchuria.

In two attacks, on 25 and 29 January, aircraft from four of Great Britain's newest and most powerful carriers, escorted by the battleship *King George V*, three cruisers and three destroyers, delivered two crippling blows to Japan's oil resources at Palembang, Sumatra. It was estimated that 75% of Japan's aviation gasoline sources were knocked out by the raids.

U. S. submarines last month accounted for 62 more Jap ships, bringing their total of enemy ships sunk in the Pacific and Far East to 1,020.

Japan's Axis partner—Germany—was in even worse shape. On the eastern front, Marshal Gregory K. Zhukov's 1st White Russian Army crossed the Oder River, last water barrier before Berlin, and was poised for a straight-away attack on the German capital, 30 miles away. Due south, Marshal Ivan S. Konev's 1st Ukrainian Army, rapidly drawing up level with Zhukov's men, had reached the Neisse River, which joins the Oder 20 miles south of encircled Frankfort. By 20 February Marshal Konev's men were fighting in the streets that surrounded Breslau, the Silesian capital. Sileasia had been Germany's second most important industrial area.

CASUALTY FIGURES

Casualty figures among naval personnel through 20 February totaled 89,331. Total since 7 Dec. 1941:

	Dead	*Wounded*	*Missing**	*Prisoners**	*Total*
U. S. Navy.....	22,920	12,457	9,323	2,533	47,233
U. S. Marine Corps.	10,298	28,057	897	1,941	41,193
U. S. Coast Guard.	595	211	99	....	905
Total	33,813	40,725	10,319	4,474	89,331

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.

In western Poland, Russian armies took part of the fortress of Posen. Capture of that city will give the Reds a direct railroad supply route from Warsaw to the Frankfort-Kuestrin sector east of Berlin. Other Red troops aiming for the Baltic coast of Pomerania drove close to the port of Stettin, while still others headed for Danzig. On 28 January the Baltic port of Memel was captured, completing the elimination of the Wehrmacht from Lithuania. East Prussia was almost completely overrun by the Russians.

The road to Vienna was opened when other Russians captured Budapest after a 50-day siege. Enemy losses there were 181,850 killed or captured. Conquest of Budapest, most important communications center in the Balkans, was aided by the Italian-based 15th U. S. AAF, which dropped 7,143 tons of bombs on military targets in and near the city.

Earlier, on 2 February, Moscow celebrated the second anniversary of the liberation of Stalingrad. In two years the Red Armies had pushed 1,350 miles west from the Volga city.

Shortly after the Crimea Conference (see next column), 8,000 British and American planes bombed 10 major Nazi targets. Dresden, in the path of the Red Army, was the principal objective. At month's end, this cooperation-bombing had increased in tempo with the AAF and RAF hitting Chemnitz, Cottbus, Berlin and Madgeburg. On Berlin alone, 15,116 tons of bombs have been dropped by the AAF since its first assault on the Nazi capital, 4 March 1944, making it the most heavily bombed target in Europe.

Allied planes were busy also on the western front. Disaster greater than that suffered at Falaise Gap in Normandy overcame the enemy retreating from the "Belgium bulge." On 22 January, a sudden clearing of weather unleashed 9th AAF fighter-bombers, which flew 3,000 sorties against a 50-mile column of German vehicles streaming back to the Reich. The result: nearly 3,000 vehicles and 127 tanks smashed. The next day 2,000 more vehicles were wrecked. Five days later the 8th U. S. AAF celebrated its third birthday by sending 1,000 bombers over Germany.

And on another anniversary—30 January, beginning of Hitler's 13th year in power—the U. S. 1st and 3d Armies opened a new drive that carried them into the Siegfried line on a 40-mile front from Aachen to Welchenhausen. Earlier, St. Vith, the last large city in the Nazis' Belgium salient, had been retaken. The 3d Army continued its push and by 20 February had reached the northern end of the Pruem River.

Penetrating the middle of the Siegfried Line, the U. S. 1st Army took Schmidt, guarding the Roer River dams—but not before the Germans had blown open the flood gates of the Schwammenauel dam, largest of the structures. The flood sent along the valley in an attempt to halt the Allies raised the level of the river three feet in 24 hours but didn't halt the Allied offensive.

At the end of the first week in February, Canadian and British troops

Official U. S. Army Signal Corps photograph

CONFERRING AT YALTA: President Roosevelt (right, in light suit), Marshal Stalin (center in group of three seated at upper left) and Prime Minister Churchill (lower left) are shown with others of the U. S., Russian and British delegations. Nearest Mr. Roosevelt are Fleet Admirals King (right) and Leahy and, at Admiral Leahy's right, General of the Army Marshall.

'Big 3' Plan Joint War, Peace Moves

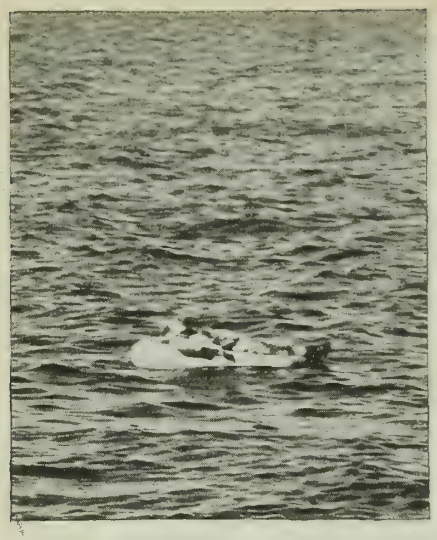
Nazism and German militarism were doomed and plans for the military occupation of Germany and other joint action for peace after victory in Europe were formulated by President Roosevelt, Prime Minister Churchill and Marshal Stalin at an eight-day meeting last month at Yalta, in the Crimea, Russia.

A joint communique issued by the "Big 3" called for a United Nations conference on 25 April in San Francisco to prepare the charter of a permanent international organization to keep the peace.

Major decisions reached at the meeting, officially designated as the Crimea Conference:

1. New and more powerful blows from all directions will be launched by Allied armies at the heart of Germany.
2. Military forces of the three powers will each occupy a zone of Germany. A central control commission consisting of the supreme commanders of the three Allied powers will have headquarters in Berlin. France will be invited to take over a fourth zone. War criminals will be punished, Nazism and German militarism crushed and German war industries eliminated or controlled.
3. An allied commission with headquarters in Moscow will determine reparations to be paid by Germany for damages caused to Allied nations.
4. Faith was reaffirmed in the principles of the Atlantic Charter. The three governments will assist people of liberated and former Axis satellite nations to establish conditions of internal peace, carry out emergency relief measures, form representative governments and facilitate the holding of elections.
5. The eastern frontier of Poland will follow in general the Curzon line of 1919. Poland will receive territory in the north and west from Germany.
6. The Polish government in London was abandoned in favor of the Moscow-sponsored Lublin Provisional Government. The Lublin government will gain official recognition from Great Britain and the U.S. after it has been expanded to include other democratic leaders from within Poland and abroad.
7. Agreement was reached on the voting procedure of the proposed United Nations council, a question left undecided at Dumbarton Oaks. The text of the voting procedure proposals will be announced after China and France have been consulted.
8. Marshal Tito and Premier Ivan Subasitch were authorized to form a new Yugoslav government. The national assembly will be extended to include members of the last Yugoslav Parliament who have not collaborated with the enemy. Acts passed by the assembly (parliament) will be subject to subsequent ratification by a Constituent Assembly.
9. A general declaration of determination to maintain Allied unity for peace after victory was made.

The conferees also issued a supplemental report on freed prisoners: ". . . Each Ally will provide food, clothing, medical attention and other needs for the nationals of others until transport is available for their repatriation."



Official U. S. Coast Guard photographs

Navy pilot, forced to bail out off Florida, is spotted and picked up by PBY of Coast Guard air-sea rescue unit.

under Field Marshal Montgomery launched an offensive southeast of Nijmegen against the northern end of the Siegfried line. This was the first full-scale action in the Netherlands sector since October. The British 2d Tactical Air Force paced the attacking troops by strafing the enemy only 1,000 yards ahead of their comrades on the ground. By the end of the month the offensive had carried beyond Cleve to the Rhine.

On 5 February French and American troops to the south split the Colmar pocket and cut the German escape route from southern Alsace. This ended the threat to Strasbourg.

Reports coming out of Berlin showed the direct effect of the pinch from the east and west: every able-bodied German was ordered into service; troops were withdrawn from the western front to bolster the eastern; thousands of refugees poured into Berlin to add to the confusion; all Germany was put under virtual martial law, and courts-martial were set up in invasion-threatened areas to deal with anyone who shirked an assigned task.

In Italy, Lt. Gen. Mark Clark, commander of the 15th Army Group, stated that the lull on the Italian front might be broken soon by the enemy in an attempt to pull out his troops from the northern end of the peninsula to ease the pressure on the main Allied and Russian fronts. Any such attempt, General Clark added, would be met by Allied air attacks in force and would be made "as costly as possible."

In the China-Burma-India theater, the first convoy over the Ledo-Burma road rolled into Wanting late in January to make the first overland delivery since Lashio fell in April 1942. General Chiang said the siege of China had been lifted and named the new road for General Stilwell, former U. S. commander in the theater.

British and Indian trops, strengthening their position on the western Burma coast, made new landing southwest of Kanmgaw and off the southernmost point of Ramree Island. The city of Ramree was captured and the drive toward Mandalay started.

Planes of the U. S. Air Transport Command carried 44,000 tons of war supplies over the "hump" from India to China in January, and aircraft of the 14th AAF continued attacks in the Yellow Sea area and harassed Jap shipping along the Yangtze River to Hankow.

Japanese troops in China held most of the Hankow-Canton railway and with their capture of Kukong sealed off the China coast from Free China. Chungking announced the conscription of 500,000 new troops "to meet the demand for the all-out Chinese counteroffensive in conjunction with the coming landing of American forces on the China coast."

NAVY NEWS

• Establishment of a Philippine Sea Frontier, under Commander 7th Fleet, and the placing of the Alaska Sea Frontier under CincPac, who also continues in control of the Hawaiian Sea Frontier, have been announced by General Order No. 213 (NDB, 15 Jan. 1945, 45-19). The order provides that the naval forces of the U. S., under the command of Cominch and CNO, are organized as follows: (a) United States Atlantic Fleet, (b) United States Pacific Fleet, (c) other fleets and forces as required, (d) sea frontier forces, (e) Naval Transportation Service, (f) special duty ships and

H. Struve Hensel Named Assistant Secretary

H. Struve Hensel, 43, who had been General Counsel of the Navy, was sworn in as Assistant Secretary of the Navy on 30 January, filling the position left vacant when Ralph A. Bard became Under Secretary on 21 June 1944 (INFORMATION BULLETIN, July 1944, p. 39).

Mr. Hensel had come to Washington in January 1941 to serve as Chief of the Procurement Legal Division of the Navy Department. His task, in which he was given the title of General Counsel of the Navy in 1944, was primarily one of handling the legal problems involved in the vast wartime procurement program and the expansion of industrial plants by the Navy.

On his elevation to Assistant Secretary he was succeeded as General Counsel by W. John Kenney, of Los Angeles, previously Assistant General Counsel and chairman of the Navy's Price Adjustment Board.

Born in Tenafly, N. J., Mr. Hensel received his A.B. degree in 1922 from Princeton University, where he was elected to Phi Beta Kappa, and his LL.B. degree from Columbia Law School in 1925. From then until 1941 he practiced law in New York City.

Official U. S. Navy photograph

Mr. Hensel

craft, and specialized units, (g) ships and craft assigned to naval districts, (h) Naval Air Transport Service, (i) Fleet Marine Forces, (j) Coast Guard, when operating as a part of the Navy. The new directive cancels General Order No. 174, of 2 June 1942, in which naval local defense forces, Naval Transportation Service, special duty ships and naval district craft were under VCNO.

• "Bringing to justice international gangsters and their underlings has always been a special concern of the U. S. Navy," declared Rear Admiral Thomas L. Gatch, USN, Judge Advocate General, in announcing expansion of the Navy's participation with the Army in preparing for the prosecution of war criminals. Rear Admiral Gatch revealed that an augmented staff of Navy, Marine Corps and Coast Guard representatives have been assigned under Lt. Comdr. James J. Robinson, USNR, to assemble evidence, interview witnesses, and prepare trial briefs in naval and other cases involving cruelties, atrocities and acts of oppression against Americans, both military and civilians. The War Crimes Office, established last fall by Secretary of War Stimson in cooperation with Secretary of the Navy Forrestal, is under the general supervision of Maj. Gen. Myron C. Cramer, the Army's Judge Advocate General, and is directed by Brig. Gen. John M. Weir. The Navy Division of this office reports directly to Rear Admiral Gatch and to Brig. Gen. Weir.

• First of the Navy's 45,000-ton aircraft carriers—the USS *Midway*—will be launched in drydock soon after 15 March at the Newport News Shipbuilding and Dry Dock Co., Newport News, Va. The powerful new CVB will be christened by Mrs. Bradford W. Ripley II, of Dayton, O., widow of the late Lieut. Bradford Williams Ripley II, USNR, and the daughter of James M. Cox, former governor of Ohio. This will be the third U. S. Navy vessel to bear the name *Midway*. Previously so named were the USS *Saint Lo*, a CVE announced sunk 27 Oct. 1944, and the USS *Panay*, a fleet auxiliary. The new *Midway* has two sister ships under construction, one of which — USS *Coral Sea*—is to be launched at the New York Navy Yard in the spring.

• First operational use of JATO for a Navy flying boat was instrumental in rescuing six naval aviators downed in the Western Pacific recently. The JATO-equipped PBM, commanded by Lieut. Kenneth L. Goodman, USNR, of Phoenix, Ariz., was standing by as "Dumbo" for a flight of Venturas on a bombing mission. One PV had to make a forced landing a mile off a Jap-held possession. As the six-man crew, uninjured, scrambled into two life rafts, the JATO-equipped Mariner landed and, within 45 minutes, had effected the rescue from the rough seas.

• Admiral Frederick J. Horne, USN, Vice Chief of Naval Operations, became the 14th four-star admiral on active duty when his promotion from vice admiral was confirmed 29 January by the Senate.

A graduate of the Naval Academy in 1899, he participated in the Battle

Official U. S. Navy photograph
Admiral Horne

of Santiago, Cuba, and in engagements in the Philippines.

During his long naval career he has served as Commander of the Aircraft Squadrons Scouting Fleet; President, Naval Examining and Retiring Board; Commander, Cruiser Division Six, Scouting Force; Commander Aircraft Base Force, and Commander Aircraft, Battle Force.

Admiral Horne was a member of the General Board from March 1938 until 27 Dec. 1941, when he became Assistant to the Chief of Naval Operations. He was appointed Vice Chief of Naval Operations on 12 March 1942.

He was awarded the Navy Cross for distinguished service while serving as naval attache at the American Embassy in Tokyo from 1915 to 1919; wears the Spanish Campaign Medal, Santiago Medal, Philippine Campaign Medal, Victory Medal, American Defense Medal and holds the rank of Commander in the Order of Legion of Honor.

• Off to a flying start in 1945 with January sales of $39,537,382, the Navy War Bond Program has zoomed over the billion-dollar mark. Representing a 31.5 per cent increase over the January 1944 total, sales in January 1945 boosted the grand total of bond purchases since the beginning of the Navy program in Oct. 1941 to $1,022,130,396. Navy Yards led in January—with Pearl Harbor and Mare Island tying for first place in civilian personnel and percentage of gross payroll participation. Throughout the Navy, 92.9% of civilian personnel were investing 10.7% of their gross payroll in bonds. Bond allotments by uniformed personnel were increased to 2,099,015 in January. Of these, 1,741,908 were Navy, 270,000 Marine Corps and 87,107 Coast Guard.

• The fighter squadron of an *Essex*-class CV recently established a new fleet operating record by making 417 sorties against the Japanese in three days, flying 1,440 hours without losing a plane or a pilot. In one engagement over Luzon eight of its Hellcat pilots, tangling with a formation of 28 Zeros at 9,000 feet, shot down 20 without sustaining a scratch themselves. One pilot, Lieut. R. H. Anderson, USNR, of Eau Clair, Wis., bagged five of the Japs and assisted in the destruction of two more, while two other pilots shot down four apiece.

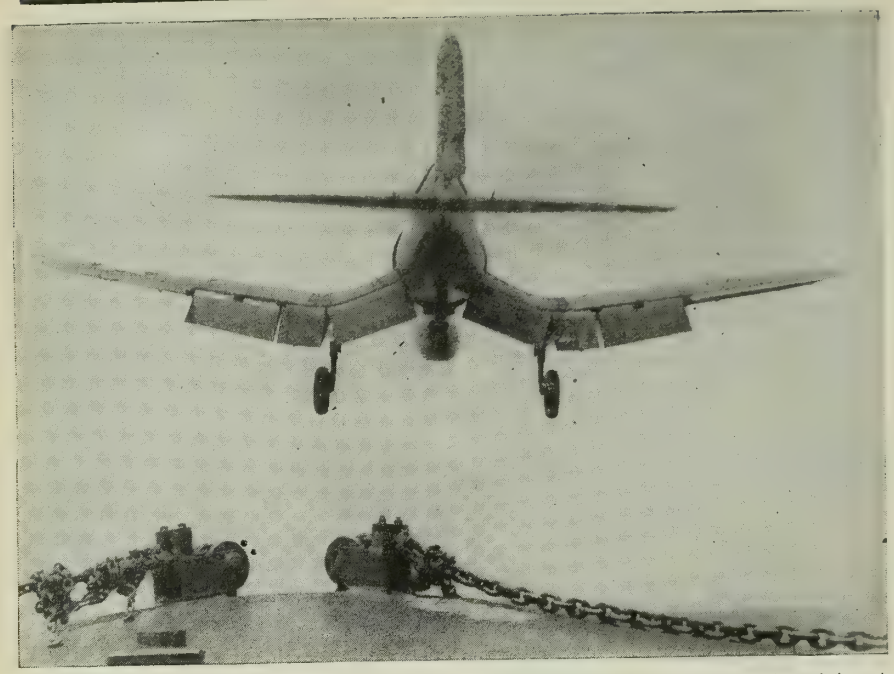
• Naval combat operations off the Philippine Islands, 24-26 Oct. 1944, which had been referred to unofficially as the Second Battle of the Philippine Sea and as the Battle of the Philippines, have been officially designated as the Battle for Leyte Gulf. The battle is subdivided into three opera-

HOW RATE OF JAPANESE SHIP LOSSES HAS INCREASED

SUNK		PROBABLY SUNK		DAMAGED		TOTAL	
7 DEC. 41 TO 19 JUNE 44	19 JUNE 44 TO 2 FEB. 45	7 DEC. 41 TO 19 JUNE 44	19 JUNE 44 TO 2 FEB. 45	7 DEC. 41 TO 19 JUNE 44	19 JUNE 44 TO 2 FEB. 45	7 DEC. 41 TO 19 JUNE 44	19 JUNE 44 TO 2 FEB. 45
COMBATANT SHIPS							
152	152	31	39	159	105	342	296
NON-COMBATANT SHIPS							
719	759	52	65	270	605	1041	1429
TOTALS							
871	911	83	104	429	710	1383	1725

Grand total is 3,108 ships sunk, probably sunk or damaged.

MORE ENEMY VESSELS have been sunk or damaged in the Pacific in a little more than half a year since the Battle of the Philippine Sea, on 19 June 1944, than in our two and a half years of war against Japan up to that time. The comparative figures, as announced by the Navy Department last month, are shown above. Fleet and air units operating under CincPac have accounted for a major part of the enemy shipping listed in the tabulations, while submarines operating under the same command accounted for the remainder.



Official U. S. Navy photograph

Marine-piloted Corsair fighter takes off from a carrier of Pacific Fleet.

tions: Battle of Surigao Strait, Battle off Samar and Battle off Cape Engano.

• The wartime services of the American Red Cross have been expanded to include the assignment of Red Cross women as social workers and recreation workers aboard Navy hospital ships. Previously they were assigned only to Army hospital ships. The Red Cross complement for hospital ships, established by BuMed letter dated 12 July 1944 (NDB, 15 July 1944, 44-805), is one assistant field director (social worker) and one recreation worker.

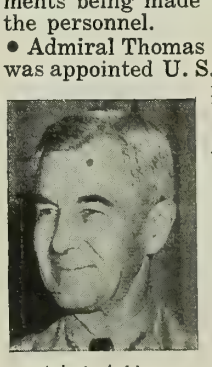
• In addition to more than 400 Waves who have reported for duty in the Hawaiian Islands, the feminine population of the islands has been augmented by approximately 383 Marine Corps women, including 23 officers, and 42 Spars, of which two are officers. Eventually, it is expected, that approximately 5,000 Waves, 1,500 Marine Corps women and 175 Spars will be assigned duty in the Hawaiian area.

Lt. Comdr. Teresa Crowley, USCGR (W), recently was assigned as Coast Guard Women's Reserve personnel officer in the 17th Naval District (Alaska). She is assisting Comdr. Helen B. Schleman, USCGR(W), assistant director of the Coast Guard Women's Reserve, on temporary duty in Alaska conducting a preliminary survey in connection with the future assignment of Spars to that area.

• Marine pilots, flying Corsair (F4U) fighters participated in their first regular operation from U. S. Navy aircraft carriers against the enemy when they joined Navy fliers in the large scale attacks on Formosa, the Ryukyu Islands and the China Coast which began 2 January. Lt. Col. William A. Millington Jr., USMC, CO of the first Marine aircraft squadron assigned to a Navy carrier in wartime, was also the first Marine pilot to shoot down an enemy plane while operating from a carrier. Marine squadrons had not served aboard carriers since 1940, when they turned to land-based operations. The old USS *Yorktown* was the last carrier on which Marine fighters were based.

• An impressive salvo was loosed by Torpedo Squadron 52 during the last Pearl Harbor Day War Bond Campaign. Officers and men of the squadron, an Atlantic Fleet unit training at an East Coast port preparatory to embarking aboard a Pacific-bound aircraft carrier, purchased an average of $35 in war bonds. This was in addition to the regular war bond allotments being made by three-fourths of the personnel.

• Admiral Thomas C. Hart, USN (Ret), was appointed U. S. Senator from Connecticut last month by Gov. Raymond E. Baldwin to fill the vacancy created by the death of Senator Francis Maloney (D). Admiral Hart was Commander-in-Chief, Asiatic Fleet, at the time of Pearl Harbor. He was transferred to the retired list with the rank of Admiral on 1 July 1942 and since August 1942 had been a member of the General Board.



Admiral Hart

• During 1944, under the interchange of personnel plan, approximately 27,000 enlisted ratings have been interchanged with various naval districts of the U. S., plus the Potomac and Severn River Naval Commands, by the Atlantic Fleet and other activities under the jurisdiction of the Commander Service Force, Atlantic Fleet, and Commander Air Force, Atlantic Fleet.

A waiting list for rotation is maintained in the office of the Commander Service Force, Atlantic Fleet, and personnel who have the most total naval service and have completed the longest periods at sea since last tour of shore duty are normally selected first. Special circumstances, such as participation in numerous engagements, physical disabilities, etc. are also determining factors in the selection of personnel for transfer to shore duty.

Requests for shore duty are received by the office of the Commander Service Force, Atlantic Fleet, from personnel who have completed 18 or more months sea duty, or duty beyond the continental limits of the U. S., and who have the recommendation of their COs.

• An analysis of the first 98,835 reserve line officers to be reclassified under the new plan announced by BuPers Circ. Ltr. 298-44 (NDB, 30 Sept. 1944, 44-1146), reveals that 29,639 officers who were previously classified as special service—D-V(S), A-V(S), C-V(S), etc.—have been given general service classifications: 20,136 as general service *limited* and 9,503 as general service *unlimited*.

This change of classification specifically makes these officers available as potential sea-going personnel, thus providing a substantial fund of officer manpower to use in rotating those officers who are now serving at sea.

In effecting changes so far, only 344 officers who were previously listed as general service officers have been given special service classifications under the new plan.

As of 3 Feb. 1945 the reclassification of 120,938 reserve officers, of the line and staff corps, have been processed by BuPers. The following figures indicate the manner in which special service line officers have been reclassified:

Old Classification	New Classification		
	General, Unlimited	General, Limited	Special Service
D-V(S)	4,604	15,148	7,548
A-V(S)	3,295	2,608	555
C-V(S)	1,157	1,782	68
Other Special, Line	447	598	7,011

• Combat recordings now make it possible for civilians back home to hear Navy men at their battle stations in the Pacific thousands of miles away describe the action around them, their feelings, their duties, even as they fight their share of the battle. With the assistance of public relations officers and men experienced in radio work, correspondents of the four big American radio networks—National, Columbia, Mutual and Blue—not only flash out spot news as it breaks and interview fleet leaders on the significance of current moves, but also catch bluejackets, marines and Coast Guardsmen right in the midst of their daily duties—and in the midst of battle. They'll interview a coxswain at the helm of his attack-boat, a ship's cook over his grill, a fireman at his gauges, a gunner in his turret, a fighter ace clambering from his victorious plane, then rush the discs upon which these interviews have been recorded to powerful transmitters for "airing" in the States.

SHIPS & STATIONS

• Although she has been "sunk" six times by the Tokyo radio, the USS *North Carolina*, still very much afloat, has just finished three years of combat duty, the Navy revealed last month, in which time she participated in five campaigns and sailed more than 250,000 nautical miles — a distance equal to 10 times around the world.

• Plans for reallocation of facilities at USNTC, Farragut, Idaho, which is being made available for other uses, were announced last month. Camps Waldron, Ward and Gilmore will be used for personnel overflow from congested West Coast areas, and, later, if not fully required for these purposes, will be used partly as a personal-effects distribution center. Camp Bennion will be made avaliable to the U. S. Naval Hospital and the Hospital Corps School already located at Farragut. Camp Scott will be a retraining command for rehabilitation of personnel capable of restoration to duty. Two other camps will house 750 German prisoners of war, who will be employed on maintenance work. Eventually, it was pointed out, Camps Waldron, Ward and Gilmore will be needed for demobilization purposes. The program for utilization of Farragut's facilities, which have had a capacity of 27,500 recruits, will be put into effect gradually, as the progressive elimination of training activities makes it possible.

• James W. Payne, Slc, USNR, of the ship's service store at NAS, Honolulu, believes that the old motto "service with a smile" really pays off. He had heard that Fleet Admiral Nimitz had been trying for a long time to get a one-piece razor. Payne had one, which he sent to the admiral. Soon after, he was agreeably surprised when he received a personal letter of thanks and an autographed photograph in reply.

• If you were around Italy during the invasion of that country, you may have seen an LST, seven submarine chasers and four minesweepers tied to another ship. That ship was the USS *Achelous* (ARL-1), first landing-craft repair ship ever sent into combat operations. In preparation for the invasion of southern France, her crew worked 16,500 man-hours in July 1944. Her guns have shot down two German planes attempting to halt her repair duties. ARLs are named for mythological characters.

• Waves who serve as pin-girls for their shipmates at the bowling alley at Quarters D in Washington, D. C., testify that the volunteer duty keeps them trim and healthy. Appreciative admirers agree and have rated them "Grade-bodied seamen."

• For lack of cheese, the Jap was caught with cigarets: After it was reported that enemy soldiers were stealing canteens, mess kits and foul-weather gear, members of the 101st Construction Battalion, based in the Marianas, decided to set a trap for the prowlers. Figuring the Japs had heard about the cigaret shortage, the Seabees scattered some of the scarce smokes along an island trail and then hid. A lone Jap soon crept in and scooped up the cigarets, whereupon the Seabees surrounded him. When ordered to surrender, the Jap pulled out a grenade instead of a match. A burst from the Americans' carbines eased the cigaret shortage by eliminating one smoker.

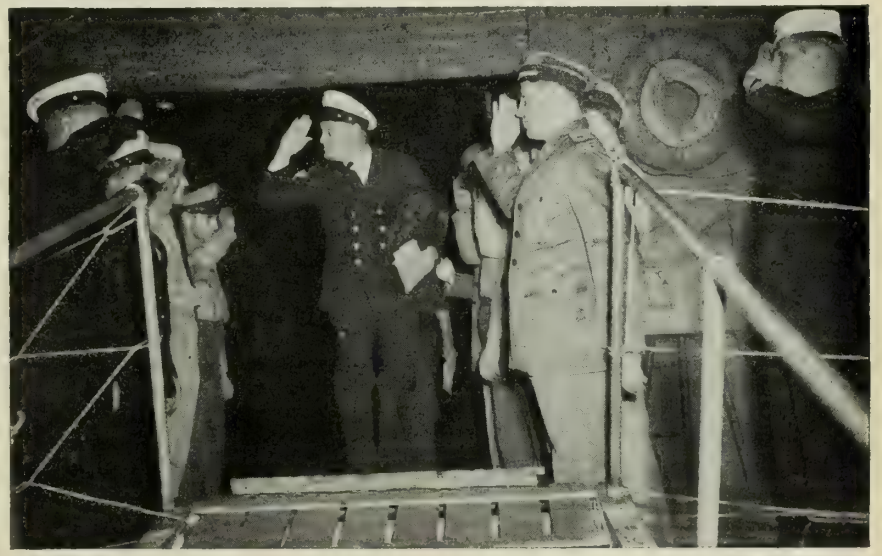
• The "March of Dimes" campaign, to help finance the fight against infantile paralysis, became the line of dimes for the crew of the USS *Bennington*, whose contributions stretched the length of the carrier's flight deck, a distance longer than a city block. At last report, the dime-line was starting on a second lap.

• When the Navy decided to provide quarters for ground crew members sleeping in hangars at an overseas naval air base, civilian engineers thought it would be necessary to dismantle each roof of a group of single-story barracks in order to convert them into two-story buildings. They estimated three weeks as the minimum time for each building. Placed in charge of the job, with the 117th CB to do the work, Lieut. A. E. Strausser, USNR, recalled a similar project he had done for a Harrisburg, Pa, hospital, where the roof on two wards had been jacked up in its entirety. Applying the same principle to the barracks, two were completed each week, for a saving of five-sixths of the estimated time.

• Shin-busters, electrified posts and dead-end corridors—all the familiar equipment of an amusement-park maze—have been utilized by the Amphibious Training Command at Camp Bradford, Va., in a training device designed to sharpen the night vision of men who will storm enemy shores.

• *Once Over Lightly:* Seabees at a Pacific base literally eat food fit for a king. Presiding in their quonset kitchen is Eskild Anderson, CCS, former chef for King Christian X of Denmark. . . . Joe E. Brown, The Mouth, has been made the highest ranking honorary member of ship's company, Operational Training School, NT&DC, Treasure Island, Calif. . . . Crew members of the USS *Ranger* recently witnessed the 50,000th landing on the flight deck of the carrier, first ship built specifically as an aircraft carrier. . . . Most popular book in the library of the USS *Wilkes-Barre* is not *Lady Chatterley's Lover* nor *Forever Amber* but *The Baby Manual*. . . . Approximately 3,000 man-hours a day have been saved by the use of a mobile pay wagon at NAS, Kaneohe Bay, T. H. . . . Chaplain Alexander G. Seniavsky, the only Russian Orthodox chaplain in the Navy, now conducts services at NTC, Great Lakes, Ill.

BETTY HUTTON, of movies, reacts to Navy chow on visit to Marshall Islands to entertain servicemen.



Official U. S. Navy photographs

HAIL TO THE CHIEF: In recognition of his 23 years of Navy service, William J. Walaconis, CGM, USN, Mahanoy City, Pa., is piped over side of USS Ranger, with officers and CPOs as "sideboys," as he is released to inactive duty.

REPORT FROM HOME

• Connecticut-born William Curtis Colepaugh, 26, and German-born Erich Gimpel, 35, who rowed ashore from a German submarine to an isolated spot on the Maine coast on 29 Nov. 1944, were condemned to death by a U. S. military commission last month. The German agents, captured by the FBI late in December, were convicted on three charges including violation of the 82d Article of War, which makes the death penalty mandatory upon "any person who in time of war shall be found lurking or acting as a spy in or about any of the fortifications, posts, quarters, or encampments of the armies of the United States, or elsewhere."

• Action on the President's nomination of former Vice President Henry Wallace as Secretary of Commerce in place of Jesse Jones was delayed by the Senate last month while Congress passed a bill to divorce the Reconstruction Finance Corporation, Government lending agency, from the Department of Commerce.

• Thirty thousand temporary dwellings will be produced in the U. S., subject to the availability of lumber and building materials, and shipped to England to meet the immediate needs of essential war workers in bombed-out areas, the Foreign Economic Administration and the National Housing Agency announced.

• The government's seizure of the properties of Montgomery Ward & Co. in Chicago and six other cities because of labor trouble was ruled illegal by Federal District Court Judge Philip L. Sullivan, a Democrat appointed in 1933 by FDR. The judge held that Ward is not engaged in production of war materials and therefore not subject to certain existing wartime governmental controls over industry. The Army was left in charge of the properties, however, pending the Government's appeal of the decision.

• In addition to contributing military and civilian supplies to the French, the OWI reported, the U. S. has overhauled and modernized a score of French naval units and has turned over to France more than 200 American-built naval craft. France has been assigned shipping space the equivalent of 26 ships from the United Nations' combined pool for the first quarter of 1945. An undetermined number of U. S. merchant ships will be allocated to her to be manned by French crews and operated under the control of the War Shipping Administration. The U. S. Navy has supplied France with four squadrons of naval aircraft, plus replacements.

• Food: In Evansville, Ind., grocer Arthur H. Lillienkamp pulled a Popeye and knocked out a robber with a can of spinach. In Brooklyn a part-time war worker was arrested after his wife charged him with hitting her in the face with a five-pound, 50-point sirloin steak. And she waited in line for three hours for the meat.

• The National Safety Council came up with these facts last month: The average American has one chance in 14 of being injured in an accident this year; the safest place to live is on a farm; safest industry to work in is communications and next safest is explosives; most dangerous is mining.

• *It happened last month:* A pair of dateless co-eds at the University of Wisconsin, starting a picket line at the Junior Prom, carried this sign: "No Prom for Me—My Guy is in Burma." . . . Gloria Vanderbilt Di Cicco, and husband Pat, actors' agent, were separated "by mutual consent" less than a month before she was to inherit $4,000,000 on her 21st birthday . . . David Kay, New York City businessman, offered $1,000 to the first Russian soldier to enter Berlin . . . A store in Gary, Ind. ran an ad in a local paper stating that expectant fathers would be sold one pack of cigarets each to settle their nerves. Buyers must bring a doctor's certificate attesting to impending fatherhood . . . The WMC announced that 3,000 men were available for war jobs due to closing of race tracks . . . Despite poor legs which made him a 4-F, Everett Cooper hiked 18 miles over snow-covered roads to be at his war plant job in Ellwood City, Pa., after bus service broke down . . . The St. Louis *Post-Dispatch* started a campaign to separate commentary concerning bodily aches, stomach acidity, bad breath, etc., from news broadcasts . . . Actor-director-producer-playwright-politician-and-husband-of-Rita Hayworth Orson Welles turned columnist, writing about topics from foreign affairs to cooking . . . Four hundred prisoners at the state prison, Joliet, Ill., are voluntarily taking newly discovered drugs in experiments to find a cure for malaria.

HIGH SEE: Entertaining at the National Press Club canteen in Washington last month, Vice President Harry Truman tried something new on the piano—Lauren Bacall of the movies.

Photographs from Press Association, Inc.

KING OF SWAT: Babe Ruth, retired homerun king, donned his crown in his New York home 7 February and swung a knife at a birthday cake—his 51st. The Babe was given the crown in 1921.

ENTERTAINMENT

Joan Davis signed a four-year radio contract at one million dollars a year for a half-hour daily show. She will be the highest paid comedienne on the air and will pay her own supporting cast . . . Gypsy Rose Lee, commenting on her recent motherhood, announced: "It took a long time, but from now on it's my hobby." . . . Humphrey Bogart, 45, told the world he's going to marry Lauren Bacall, 20, his newest leading lady, whom he calls Baby. She calls him Bogey . . . Despite attempts to curb the ticket black market on Broadway, it's more prevalent than ever—due to high percentage of hit shows . . . Federal revenue from theater admission taxes reached a record figure of $300,515,911 last year—better than $800,000 a day . . . Paramount Pictures plans to establish a small production unit in Canada to make shorts . . . The movie *A Song to Remember*, the life and music of Poland's Frederic Chopin, was rushed to Warsaw and played in that city the day it fell to the Russians. Chopin's music had been cut off in Warsaw when the Germans entered in September 1939 . . . Wallace Beery started his 40th year in show business and his 32d in films by signing a new contract with MGM . . . Newspapers reported that Errol Flynn was married in Mexico some time ago and is now a father. He didn't say yes, and he didn't say no . . . Bob Hope received the Poor Richard Club gold medal of achievement for his "notable deeds at the war fronts and in the training camps." . . . Danny Kaye, now baa-dee-baa-daaing every Saturday night on the radio, is first choice to play the meek little man in James Thurber's *The Secret Life of Walter Mitty*, recently purchased by Goldwyn . . . Tommy Dorsey made his first appearance on the concert stage when he was guest soloist with the New York Symphony under the baton of Leopold Stokowski . . . Lux Theater is looking for a new master of ceremonies to succeed Cecil B. DeMille on the Monday night spot. DeMille left the air after a row with his union. He refused to pay a dollar assessment for political action.

Photograph from Press Association, Inc.

MEN VS. FLAMES: This striking photo was taken early one February morning as firemen fought a fire that followed an explosion at the Verling Steel Co. plant in Chicago. Two persons were feared dead; 51 escaped.

SPORTS

Big noise in sports last month was gambling. A whisper became a roar when it was revealed that five Brooklyn College players had made a deal with professional gamblers to throw a forthcoming game with the University of Akron at Madison Square Garden for $3,000. The cagers were expelled from college, the gamblers indicted by a grand jury.

The Brooklyn Blowoff brought cries from sports fans to bring basketball back to the college gyms. Officials of other sports began looking in the corners of their own houses. The not-wanted sign was posted for gamblers who, with the horse tracks closed were compelled to confine their activities to dog racing, jai alai and gin rummy.

Odds & Ends: Larry McPhail, ex-Dodger president and ex-Army lieutenant colonel, Capt. Dan Topping, USMCR, owner of pro football Brooklyn Tigers and husband of Sonia Henie, and Del Webb, millionaire Phoenix, Ariz., construction man and one-time minor league hurler, bought the New York Yankees for a reported $2,800,000, all Yankee property included . . . Gill Dodds, holder of the indoor mile record, retired from competition to devote his full time to the ministry . . . Ray Mangrum won the Tucson Open golf tournament, Sammy Byrd took the Texas Open, and Byron Nelson the Corpus Christi Open and then went on to take the New Orleans open with a seven-under-par 65 finish . . . Herbert A. "Hype" Igoe, veteran sports writer, cartoonist, boxing expert and friend of champions since the days of James J. Corbett died as result of a heart ailment. He got his nickname when an elevator boy, commenting on his extreme slimness, said he looked like a hypodermic needle . . . Alan Ford of Yale, broke the 100-meter and 110-yard dash swimming records established by Johnny Weissmuller in 1927 and 1928. Weissmuller was active too; he signed to play Tarzan in the movies for two more years . . . Lt (jg) Paul Brown, USNR, football coach at NTC, Great Lakes, and former Ohio State coach, signed a postwar five-year contract to coach the Cleveland pro team in the All-American conference. Carroll Widdoes, Brown's assistant at OSU and later his successor, had been named the coach of the year for 1944.

VETERANS

• Veterans were placed in 77,720 jobs during December by the United States Employment Service of the War Manpower Commission. More than 11,000 of the jobs went to men with disabilities. Month's placements by USES boosted total for veterans in 1944 to 806,139.

• All naval hospitals where 100 or more men a month are discharged now have representatives of the Veterans Administration assigned to them to give advice and information to men being separated from the service. Reps render assistance on matters administered by VA, mainly on benefits and claims.

• Returning ex-servicemen are headin' for that old college degree. Of the veterans who have so far taken advantage of educational opportunities under the "GI Bill" (see also p. 39), 80% are enrolled in college or university work while 20% are taking courses of less than college grade or occupational training. Breakdown of 12,589 now in school shows: 9,671 in colleges and universities, 227 in junior colleges, 326 in teachers' and normal schools, 1,979 in trade schools and business colleges and 386 in other schools. To date, 36,778 veterans have put in for GI education; 33,256 have been approved, and remaining applications are being processed.

• Disabled veterans have been finding war jobs so rapidly, Veterans Administration reports, that few have applied for vocational training open to them. While 9,359 were taking rehabilitation courses at end of 1944, another 150,000 eligibles did not apply, preferring the double advantage of a war job: good pay and a part in the war effort at home. When war output tapers off, greater interest in vocational training is expected, as veterans may apply for it up to two years from date of their discharge or official end of the war, whichever is later. After first World War, 128,000 veterans completed rehabilitation courses.

• The great majority of soldiers, according to a War Department survey, plan to return to their old homes after the war. Among white soldiers, 8 out of 10 will go back to the state they came from before the war; one will move, and the 10th man is undecided. Among Negro soldiers, only two-thirds expect to return to their home state, with the main migration being from the South to the Northeast. About half of the white enlisted men who say they are going to move intend to head for the Far West. Pacific Coast is expected to net an increase in population of around a quarter of a million.

• Can men and women with physical disabilities earn enough to live on? The Office of Vocational Rehabilitation, of the Federal Security Agency, reports that 44,000 civilian men and women whose physical disabilities had previously kept them from earning a living were making an average income per person of about $150 a month after receiving vocational rehabilitation. This does not include other income which a disabled veteran would have, such as disability pension. A survey of 117 major industrial establishments employing disabled persons revealed that, according to plant managers, they were dependable, careful, had a lower accident rate and produced as much or possibly a little more than able-bodied employees.

• What is believed to be the first loan to a discharged servicewoman under the provisions of the "GI Bill of Rights" has been made to Anna T. Hayes, of White Plains, N. Y., former pharmacist's mate third class in the waves. Honorably discharged last year, Miss Hayes arranged the loan to buy a house in White Plains for use as a nursing home. The loan was made by a local savings and loan association, with Veterans Administration guaranteeing $2,000 of it under the GI Bill.

Miss Hayes

THE WAR AT SEA

U. S. Navy Communiques In Full And Pertinent Excerpts From Others

OFFICIAL REPORTS: 21 JANUARY THROUGH 20 FEBRUARY

21 JANUARY

U. S. Pacific Fleet Communique No. 239

Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed installations on Iwo Jima in the Volcanoes on 18 Jan. Three enemy fighters rose to intercept our aircraft and one was shot down. On the same date Army Liberators bombed harbor installations at Chichi Jima, in the Bonins, starting large fires in barracks and warehouse areas.

On 19 Jan. carrier aircraft of the Pacific Fleet shot down 16 enemy planes which were attempting to fly from Formosa to Luzon.

Ventura search planes of Fleet Air Wing 2 bombed and strafed barracks areas and a radio station on Wake Island on 19 Jan. Moderate antiaircraft fire was encountered.

Single Liberators of the 11th AAF bombed Matsuwa and Onnekotan Islands south of Paramushiru in the Kurils on 20 Jan.

Neutralizing raids on enemy-held bases in the Marshalls were continued by planes of the 4th Marine Aircraft Wing on 19 Jan.

Reports of damage to enemy shipping are as yet incomplete, but at Takao two large ships and the docks and industrial area were left burning furiously. Considerable damage was inflicted on shipping at Keelung, Toshien, and Nan-wan in Formosa, at Mako in the Pescadores and in the Sakishima Islands.

2. During this operation one of our major ships was damaged. Our aircraft losses were relatively light.

3. 11th AAF planes attacked Kataokawan on the island of Shimushu in the northernmost Kurils the same day.

4. Docks and buildings on Yap were bombed and small craft at Babelthuap were destroyed by planes of Fleet Air Wing 1 the same day.

5. 4th Marine Aircraft Wing aircraft made neutralization raids on islands in the Marshall group.

ADVANCED HEADQUARTERS ON LUZON — Our light naval units started fires among shore positions near San Estaban Point south of Vigan. . . . *China Sea:* Patrol planes by night bombed the harbor at Takao, Formosa.

CHUNGKING, *14th AAF communique* — During the week fighters and bombers sank 4,400 tons of enemy shipping and 34 craft of less than 100 feet; probably sank 20,750 tons of enemy shipping, a destroyer escort and an escort vessel, and damaged 29,950 tons of shipping. One hundred and sixty-five vessels of less than 100 feet in length, not included in the tonnage, were also damaged.

22 JANUARY

Navy Department Communique No. 569

1. *LST 359* has been lost in the Atlantic area as a result of enemy action.

2. The next of kin of casualties have been informed.

U. S. Pacific Fleet Communique No. 240

1. On 20 Jan. carrier aircraft of the Pacific Fleet attacked the enemy air force, shipping and installations in Formosa. Forty-three Japanese aircraft were destroyed in aerial combat, 97 were destroyed on the ground and approximately 100 more were damaged in attacks on the airdromes at Heito, Choshu, Matsuyama, Eiko, Kuputsua, Giran, Koshun and Taien. Intense antiaircraft fire was encountered at Takao.

CARRIER PLANES RENEW ATTACKS ON FORMOSA

KANDY, Ceylon, *15th Indian Corps communique*—Following a heavy naval and air bombardment yesterday morning British and Indian troops effected a landing with little opposition on the north of Ramree Island and formed a bridgehead. They have entered Kyaukpu at the northern end of the island.

CHUNGKING, *14th AAF communique* — On 21 Jan. B-24s bombed the Royal Navy Yards in Hong Kong harbor. They probably destroyed one enemy vessel with a direct hit. Secondary explosions followed the navy yard bombing.

23 JANUARY

U. S. Pacific Fleet Communique No. 241

1. On 21 Jan. a strong force of carrier aircraft of the Pacific Fleet attacked Okinawa in the Ryukyus. Reports of damage inflicted are not yet available.

ADVANCED HEADQUARTERS ON LUZON — *Mindoro:* Light naval units in the Lubang Islands damaged six coastal craft and destroyed ammunition dumps on shore. . . . *China Sea:* Following a pre-dawn harassing attack our Navy bombers at midday struck Heito airbase at Formosa. Fires and explosions were seen in hangars, repair and assembly shops, causing widespread destruction. Patrol planes to the east attacked shipping at the Sakishima and Okinawa Islands, destroying or damaging four small freighters.

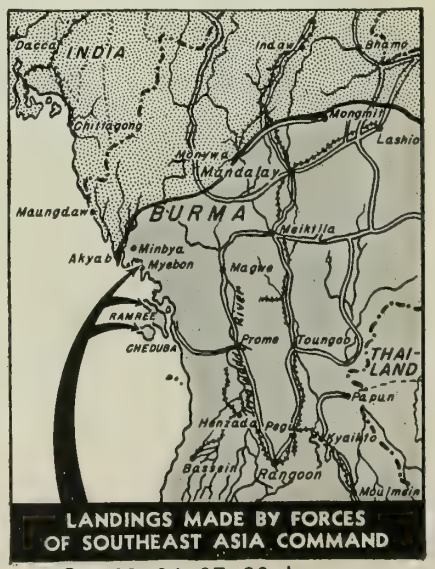
24 JANUARY

ADVANCED HEADQUARTERS ON LUZON — Our forces, supported by heavy naval bombardment, continued the reduction of the enemy's fixed defenses around Rosario . . . Our planes struck enemy coastal defenses in Subic Bay, damaged barges in Dasol Bay and executed close-up support attack for our ground forces . . . Enemy casualties for the two weeks since the landing are estimated at approximately 14,000, including 6,449 killed and 7,200 wounded. Our casualties are 657 killed, 187 missing and 2,301 wounded, a total of 3,145. . . . *China Sea:* Heavy units at night bombed the aluminum plant at Takao, Formosa, with resulting fires and explosions visible 20 miles. Patrol planes attacked the Toko seaplane base and supply areas in the Pescadores Islands to the west with good effect. . . . *Borneo:* Air patrols bombed Louisse oil field installations and coastal shipping. A 2,000-ton freighter and another of 1,000 tons were sunk, possibly a third freighter and a coastal vessel were damaged by low-level strafing.

NAVAL GUNS BACK DRIVE ON LUZON

WASHINGTON, *20th AAF communique*— Superfortresses attacking military installations on Iwo Jima 23 Jan. reported good results.

KANDY, Ceylon, *15th Indian Corps communique*—Northeast of Myebon Peninsula we have made a new landing and established a bridgehead a mile in depth southwest of Kanmgaw.



LANDINGS MADE BY FORCES OF SOUTHEAST ASIA COMMAND

See 22, 24, 27, 28 January.

25 JANUARY

U. S. Pacific Fleet Communique No. 242

1. Surface units of the Pacific Fleet, aircraft of the Strategic Air Force, Pacific Ocean Areas and B-29s of the 21st Bomber Command, in a coordinated action on 23 Jan. attacked Iwo Jima.

U. S. SHIPS AND PLANES BATTER IWO

A sizeable force of Liberators dropped more than 70 tons of explosives on air installations and shipping, starting fires visible 15 to 20 miles away. The B-29s dropped 117 tons of bombs on the airfield areas. Three of our planes were damaged and one was lost, but most of its crew was rescued. There was no interception by enemy planes. Antiaircraft fire was meager.

Our surface units inflicted severe damage on island installations. One enemy cargo vessel exploded and two others were left burning.

2. On the same day planes of the 11th AAF attacked Paramushiru. Three enemy planes were shot down. One of our planes was lost.

3. Planes of the 2d Marine Aircraft Wing destroyed two warehouses at Babelthuap and damaged harbor installations at Yap, in the Palaus, on 23 Jan. The Palau area was attacked previously on 21 Jan., at which time one of our planes was lost, but the pilot rescued.

ADVANCED HEADQUARTERS ON LUZON — In the air our heavy units, with 95 tons of bombs, struck enemy installations at the Cavite naval base, causing large explosions and fires. In low-level sweeps our medium and attack bombers destroyed a 10,000-ton enemy tanker near Aparri. Many barges and small craft along the shore lines were sunk.

26 JANUARY

ADVANCED HEADQUARTERS ON LUZON — *China Sea:* Long-range reconnaissance planes on successive nights bombed shipping and shore installations at Formosa and adjacent waters. Direct bomb hits and low-level strafing destroyed a freighter of 1,000 tons and damaged two others and a fourth large cargo type plus seven coastal vessels. Another plane bombed the waterfront at Amoy, China.

LONDON, *Air Ministry communique* — Yesterday afternoon Mosquitos of the Royal Air Force Coastal Command attacked enemy shipping lying in a Norwegian fjord. Many hits with rocket projectiles were made on two medium-sized merchant vessels, one of which was set on fire and left down by the stern. The other merchant vessel and a coastal vessel were also damaged and left smoking.

27 JANUARY

Navy Department Communique No. 570

United States submarines operating in Far Eastern waters have reported sinking 21 enemy vessels, including one light cruiser. The enemy vessels sunk were: One light cruiser, one large tanker, one large cargo transport, one medium auxiliary, nine medium cargo vessels, one medium tanker, three small cargo transports, four small cargo vessels.

U. S. SUBS SINK 21 MORE JAP VESSELS

These actions have not been announced in any previous Navy Department communique.

U. S. Pacific Fleet Communique No. 243

An estimated 60,000 tons of Japanese shipping in Formosa ports was destroyed and 65,000 tons damaged in attacks by Pacific Fleet carrier aircraft on 20 Jan. Among the ships sunk were six oilers and four medium cargo ships. Among the ships damaged were three destroyers, one large troop transport, four large oilers, one large cargo ship, one medium cargo ship.

Liberators of the Strategic Air Force bombed installations and the airfield areas

on Iwo Jima on 24 Jan. Several fires were started. Antiaircraft fire was meager. Only one enemy plane intercepted our bombers.

Planes of the 2d Marine Aircraft Wing attacked installations at Babelthuap and in the Yap area on the same day.

ADVANCED HEADQUARTERS ON LUZON — *China Sea:* A patrol plane scored a direct hit on an enemy destroyer off the port of Amoy. . . . *Borneo:* Air patrols attacking enemy shipping and shore installations off the north coast, sank a small freighter, damaged two barges and directly hit a pier, causing a tremendous explosion.

KANDY, Ceylon, *15th Indian Corps communique* — Allied forces landed on Cheduba Island, southwest of Ramree.

WASHINGTON, *20th AAF communique*— The 20th Bomber Command, from India bases, attacked military and naval installations at Saigon, Indochina.

ROME, *naval communique*—It is reported from the south of France that enemy positions near the Franco-Italian frontier continued to be bombarded by Allied warships. During the last nine days the United States destroyer *Benson*, the British destroyer *Lookout* and the French destroyer *Trombe* have all been in action.

28 JANUARY

U. S. Pacific Fleet Communique No. 244

1. A recapitulation of damage inflicted on enemy shipping in and around Formosa on 20 Jan. by aircraft in the United States Pacific Fleet is as follows (including damage reported in Communique 240):

Sunk: 60,000 tons, including six oilers, two medium cargo vessels previously reported damaged, one medium cargo vessel, two small coastal cargo ships, four luggers, one medium cargo ship.

RESULTS OF U. S. CARRIER-PLANE RAIDS ON FORMOSA

Damaged: 65,000 tons, including one large transport, two large oilers, one large cargo ship, three luggers, one destroyer, two medium cargo ships, four small coastal cargo ships.

Aircraft destroyed or damaged: 47 shot down, 102 destroyed on the ground, 162 damaged on the ground.

2. In attacks in and around Okinawa Jima in the Nansei Shoto, aircraft of the Pacific Fleet inflicted the following damage on the enemy on 21 Jan. (attack reported in Communique 241):

Sunk: Four ships, 25 vessels. Damaged: five ships, 36 small vessels. Aircraft destroyed or damaged: 28 planes burned on the ground, 40 planes damaged on the ground.

3. The two-day operations cost our forces 15 carrier aircraft lost in combat.

4. Venturas of Fleet Air Wing 4 made rocket and machine-gun attacks on radio and lighthouse installations on Shimushu in the Kurils on 25 Jan. On the same day 11th AAF Mitchells bombed installations on Toroshima in the same group. Eight enemy fighters were encountered by the Army bombers, which probably destroyed two and damaged four others. All our aircraft returned safely.

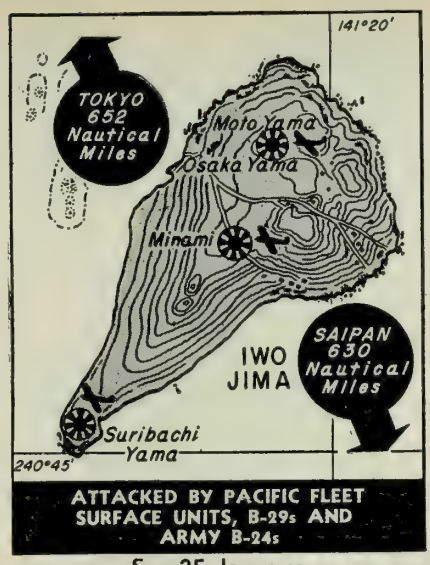
5. Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed installations on Iwo Jima in the Volcanoes through moderate antiaircraft fire on 25 Jan. Two enemy fighters were seen in the air.

6. On 24 and 25 Jan. torpedo planes and fighters of the 4th Marine Aircraft Wing bombed enemy installations on Yap in the western Carolines.

7. On 25 Jan. Marine aircraft destroyed a building and bridge on Urukthapel in the Palaus, sank a barge near Babelthuap and bombed Sonsorel Island, southeast of the Palaus.

8. Neutralizing raids were continued by planes of Fleet Air Wing 2 on enemy-held bases in the Marshalls on 26 Jan.

ADVANCED HEADQUARTERS ON LUZON — Our heavy units on successive days struck enemy coast defenses on Corregidor and the naval base at Cavite with 200 tons of bombs. Medium and attack-bombers swept Bataan and Subic Bay. . . . *Cebu:* PT boats at night destroyed seven barges off the northeast coast. . . . *China Sea:* Night reconnaissance bombers attacked enemy shipping and shore installations in the Formosa area.



ATTACKED BY PACIFIC FLEET SURFACE UNITS, B-29s AND ARMY B-24s

See 25 January.

KANDY, Ceylon, *naval communique*—In an operation conducted by the Royal Navy solely from its own resources, a force of Royal Marines of the East Indies Fleet landed on Cheduba Island on the morning of 26 Jan. The force was carried to the island in cruisers from which they were transferred to landing craft for the assault on the beaches. Covering force was provided by cruisers and destroyers. Aircraft of the Fleet Air Arm spotted for the bombardment. Slight opposition was met by the marines when they landed, but they were soon masters of the assault area and are rapidly clearing the island of the enemy. Naval motor launches are dealing with any Japanese who may attempt to escape from the island.

Owing to an ambiguity in yesterday's communique the landing has been erroneously attributed to troops of the 15th Indian Corps.

29 JANUARY

ADVANCED HEADQUARTERS ON LUZON — Our heavy air units hit the naval base at Cavite. . . . *Mindoro:* Light naval units destroyed or damaged 16 coastal craft off Verde Island.

WASHINGTON, *20th AAF communique*— Military installations on Iwo Jima were bombed with good results by Superfortresses in a daylight attack 28 Jan.

30 JANUARY

U. S. Pacific Fleet Communique No. 245

1. Army Liberators of the Strategic Air Force, Pacific Ocean Areas, encountered moderate antiaircraft fire over Iwo Jima in the Volcanoes while bombing air installations on the island 26 Jan. One of our planes suffered a hit by a 75-mm. projectile but all of our aircraft returned safely. One of two enemy fighters opposing our force was shot down.

On the following day Liberators again bombed the island. This mission marked the 52d day in succession that 7th AAF bombers, operating under the Strategic Air Force, have attacked Iwo Jima with an average of 28 aircraft per day bombing the island.

ARMY BOMBERS HIT IWO 52d DAY IN A ROW

2. On the night of 26 Jan. Marine Mitchells swept over the Bonins and Volcanoes, attacking a small coastal cargo ship from low altitude. On the following night the Marine bombers attacked a convoy near the Bonins, damaging a destroyer. An attack was also made on a destroyer and a medium ship near the Volcanoes and rocket hits were scored on both targets. Another destroyer south of the Bonins was left dead in the water by our aircraft, which scored four hits, causing explosions aboard ship.

This shipping search marked the 54th consecutive night on which aircraft of this squadron have carried out harassing flights against enemy shipping in the Bonins-Volcanoes area.

3. Fighters and bombers of the 4th Marine Aircraft Wing sank a barge near Babelthuap in the Palaus on 26 Jan. and bombed and strafed shore installations in the same area on the following day.

4. Harbor installations and shore facilities on Yap, in the western Carolines, were attacked with bombs and rockets by Marine aircraft on the same date.

ADVANCED HEADQUARTERS ON LUZON — In an amphibious operation, the 38th Division and elements of the 24th Division of the 11th Corps of the 8th Army have landed on the Zambales coast of western Luzon in the sector from San Narciso to San Antonio. The surprise of the enemy was complete, both strategically and tactically, and the landing was accomplished without loss of man, ship or plane. Our troops drove inland through San Marcelino and its airfield to Catillejos, 11 miles beyond the beachhead and within 10 miles of Olongapo on Subic Bay. This operation is calculated to give us the great Subic Bay base to threaten the western flank of any enemy forces in the central plain and to seal off Bataan. . . . in the air our heavy bombers dropped 109 tons of bombs on enemy coast defenses at Corregidor and on the naval base at Cavite, causing large fires and explosions. . . . *China Sea:* Night patrol planes attacking enemy shipping in the Formosa area probably destroyed a 2,000-ton freighter by a direct hit.

8th ARMY UNITS LAND ON WEST COAST OF LUZON

LONDON, *Admiralty communique*—Carrier-borne aircraft of the Royal Navy, operating with ships of the Home Fleet, have again struck at enemy shipping off the coast of Norway. Naval aircraft flown from the escort carrier HMS *Nairane* attacked two medium-sized supply ships with rocket projectiles north of Statlandet. One vessel was left stopped and on fire and the other stopped and probably aground. Bomb hits were obtained on another larger ship which was further damaged by rocket fire. Gun sites and other shore installations were also attacked. Other naval aircraft operating from the escort carrier HMS *Compania* attacked a small supply ship close inshore with rocket projectiles.

MOSCOW, *communique*—The Red Banner Baltic Fleet Air Arm attacked enemy ships in the area of the port of Liepaja and sank four German supply ships totaling 26,000 tons.

31 JANUARY

U. S. Pacific Fleet Communique No. 246

1. More than 40 tons of bombs were dropped on Iwo Jima in the Volcanoes by Army Liberators of the Strategic Air Force, Pacific Ocean Areas, on 28 Jan. An explosion was observed on the airstrip and several fires were started in storage areas.

2. Liberators of the same force bombed Marcus Island on the same date.

3. Night flying Marine Mitchells of the Strategic Air Force struck at shipping around the Bonins and Volcanoes on 29 Jan. Hits scored with rockets caused large explosions on a large enemy cargo ship and a medium cargo ship near the Bonins.

4. On 28 Jan. fighters and torpedo aircraft of the 4th Marine Aircraft Wing attacked shore and harbor installations on Yap, in the western Carolines.

5. Facilities on Babelthuap, in the Palaus, were attacked by Marine aircraft on 28 Jan.

ADVANCED HEADQUARTERS ON LUZON— Our forces landed on Grand Island at the entrance to Subic Bay and captured it. Inland we advanced 11 miles and seized Olongapo. We are now using this excellent anchorage, and development of a naval base is already underway. . . . In the air our heavy units dropped 57 tons of bombs on the naval base at Cavite, causing heavy explosions and fires. Our PT boats, with fighter air cooperation, swept Batangas Bay in the south and Ilocos coast to the north, destroying 51 coastal craft. . . . *China Sea:* Patrol planes attacking enemy shipping at Sakishima Island sank four freighters and set afire two others, all ranging in size from 300 to 2,500 tons. Docks and barges were also strafed from low level.

1 FEBRUARY

Navy Department Communique No. 571

The minesweepers *Hovey* and *Palmer* and the *LST 759* [see correction below, 2 Feb.—Ed.] have been lost in the Philippine area as a result of enemy action.

The next of kin of casualties have been informed.

Navy Department Communique No. 572

The submarine *Growler* is overdue from patrol and presumed lost.

Next of kin of officers and crew have been informed.

Washington, *20th AAF communique*—Superfortresses in large force attacked Japanese naval installations at Singapore on 31 Jan.

Advanced Headquarters on Luzon—Elements of the 11th Division of the 8th Army have landed at Nasugbu, on the west coast of Batangas Province, 32 miles southwest of Cavite. Again the enemy was caught off balance and we landed without loss. This operation largely seals off the possibility of enemy troops south of Manila joining those to the north and definitely outflanks the enemy's defense lines in southern Luzon. . . . Our heavy units on successive days dropped over 152 tons of bombs on Corregidor defense positions and on the naval base at Cavite. Large explosions and many fires were caused in both target areas. . . . *Cebu:* PT boats supported by fighters destroyed a coastal vessel, two barges and two small craft off the east coast. . . . *Formosa:* Our aircraft attacking enemy shipping to the south, scored direct hits on a 10,000-ton tanker probably causing heavy damage with fires raging half an hour, and also damaged a small freighter.

NEW LANDING MADE SOUTH OF MANILA

2 FEBRUARY

Navy Department Communique No. 573

1. The LST reported lost in Navy Department Communique No. 571 should have been identified as the *LST 749*. The *LST 749* was lost in operations in the Philippine Area. The *LST 759* has not been lost.

Navy Department Communique No. 574

Far East

United States submarines have reported the sinking of 10 enemy vessels as a result of operations in these waters.

The ships sunk were: two medium cargo transports, two medium tankers, three small cargo vessels, one large transport, one medium transport, one small tanker.

These sinkings have not been announced in any previous Navy Department communique.

SUBMARINES SINK 10 ENEMY VESSELS

U. S. Pacific Fleet Communique No. 247

Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed Iwo Jima in the Volcanoes on 30 Jan. (East Longitude date). Our aircraft were opposed by three enemy fighters of which one was damaged.

On 30 Jan. Army bombers of the same force bombed airstrip installations on Woleai in the western Carolines.

Avenger torpedo planes of the 4th Marine Aircraft Wing destroyed a building and bombed harbor installations on Yap in the western Carolines on 31 Jan.

Corsair fighters of the same force sank two barges by bombing near Babelthuap in the Palaus on the same date.

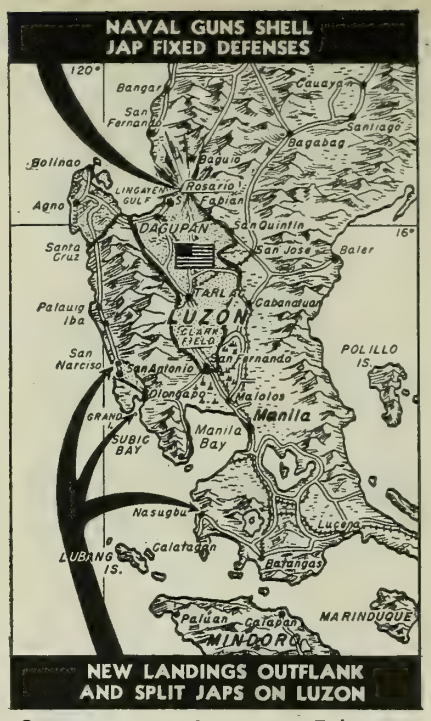
U. S. Pacific Fleet Communique No. 248

Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed enemy airfield installations on Iwo Jima in the Volcanoes on 31 Jan. (East Longitude date). Four enemy fighters were airborne over the target. On the following day the Army bombers again attacked the island causing fires which were visible for 30 miles.

Marine Mitchells of the Strategic Air Force during nightly harassing attacks against enemy shipping around the Bonins and Volcanoes since 6 Dec. have damaged 12 ships and probably destroyed another.

Fighters of the 4th Marine Aircraft Wing bombed harbor installations at Yap in the western Carolines on 31 Jan. and 1 Feb.

Coast defenses on Urukthapel in the Palaus were bombed by Marine aircraft on 31 Jan. On the night of the same date Marine Hellcats bombed Arakabesan, Koror and Babelthuap in the same group. An explosion and a large fire were observed on Arakabesan after the attack. Targets on the same islands were attacked again on 1 Feb.



See 24, 30, 31 January, 1 February.

Advanced Headquarters on Luzon—Thirty enemy small craft equipped with depth charges and torpedoes attempting a raid on our beachhead at Nasugbu were repulsed by our naval covering screen. Many of the enemy craft were destroyed. We sustained only minor damage.

Our light naval craft, with air support, patrolling the northwest coast of Luzon, sank or severely damaged 19 enemy barges, five speedboats and a lugger, and strafed coastal installations. Our medium bombers and fighters attacked three enemy destroyers off northern Luzon, sinking one and severely damaging the others. Heavy bombers with 109 tons of bombs hit the Cavite naval base, destroying warehouses and causing fires and explosions.

Kandy, Ceylon, *15th Indian Corps communique*—Our troops made an unopposed landing on the small island of Sagu Kyun, off the southernmost point of Ramree.

Chungking, *14th AAF communique*—After U. S. naval forces had driven an enemy freighter aground, 70 miles south of Tourane, on the coast of French Indo-China, B-24s destroyed it. They damaged another ocean-going enemy freighter northward along the coast.

3 FEBRUARY

Advanced Headquarters on Luzon—Our heavy bombers in force attacked Cavite and Corregidor. . . .*China Sea:* Patrol planes harassed enemy shipping off Formosa and along the China coast, setting afire three small freighters and damaging several others by strafing. . . . *Moluccas:* Heavy reconnaissance units over the Flores and Banda Seas left sinking one small freighter and scored strafing hits on two others and a small coastal vessel.

Kandy, Ceylon, *15th Indian Corps communique*—Naval craft bombarded enemy positions south of the Kambauk Taung.

4 FEBRUARY

Advanced Headquarters on Luzon—Our heavy bombers again attacked enemy installations at Cavite and Corregidor, causing many fires. Night fighters attacked and badly damaged two enemy destroyers off the north coast. Light naval units strafed enemy coastal installations and damaged seven beached barges in Salomague harbor, north of Vigan. . . . *China Sea:* Patrol planes attacking enemy shipping along the Formosa coastlines and in the Sakishima Islands, destroyed or damaged four small freighters. A fifth, laden with fuel, was left dead in the water and afire off Saigon.

London, *Air Ministry communique*—Yesterday afternoon Lancasters, escorted by Spitfires of the RAF Fighter Command, attacked naval establishments at Portershaven, near Maasluis, and E-boat shelters at Ijmuiden, in Holland. . . . In the early hours of this morning Liberators of the RAF Coastal Command carried out a raid on enemy vessels in the Baltic, northwest of the Gulf of Danzig. One destroyer, four U-boats and a merchant vessel were attacked. Results of the action are not yet known. This was the first raid of its kind carried out by the coastal command, a round trip covering approximately 1,600 miles flown at extremely low altitude and most of the way in darkness.

5 FEBRUARY

Navy Department Communique No. 575

1. The submarine *Tang* is overdue from war patrol and presumed lost.
2. Next of kin of officers and crew have been informed.

U. S. Pacific Fleet Communique No. 249

Navy search Venturas of Fleet Air Wing 4 made machine-gun and rocket attacks on buildings and radio installations at Kurabu Saki on Paramushiru and at Shimushu in the Kurils on 3 Feb. (East Longitude date). All our aircraft returned safely.

On 2 Feb. Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed air installations and storage areas on Iwo Jima in the Volcanoes. On the following day Army Liberators, Lightning fighters and Navy search Liberators attacked the island through intense antiaircraft fire which destroyed one of our fighters over the target. Seven enemy fighters were in the air.

Harbor installations at Chichi Jima in the Bonins were bombed by Army Liberators of the Strategic Air Force on 3 Feb.

Airplanes of the 4th Marine Aircraft Wing attacked installations on Yap in the western Carolines, and on Babelthuap, in the Palaus, on 3 Feb. Marine aircraft bombed installations on Rota, in the Marianas, on the same date.

Advanced Headquarters on Luzon—Our heavy bombers struck the naval base at Cavite and defense positions at Corregidor. . . . *China Sea:* Patrol planes along the China Coast sank two small freighters off Amoy. . . . *Lesser Sundas:* Air patrols attacked shipping along the north coast of Flores, damaged barges at Wetar Island and bombed Cape Chater, on Timor.

Kandy, Ceylon, *15th Indian Corps communique*—In the southern portion of Ramree Island we have effected a new landing.

Kandy, Ceylon, *communique*—In two successful operations a powerful East Indies force, commanded by Rear Admiral Sir Philip Vian, and including the aircraft carriers *Illustrious*, *Victorious*, *Indomitable* and *Indefatigable*, has struck a most damaging blow at Japanese oil supplies which are of major importance to the enemy's war effort in this theatre. The attacks were made by carrier-borne aircraft on oil refineries at Palembang, in southern Sumatra. The first attack, against the Paldpu refinery, was carried out on 25 Jan. The importance of the installations to the Japanese was shown by the heavy scale of defense. Our Avengers, with strong fighter escort including Fireflies, bombing from above and divebombing through the balloon barrage, scored direct hits on the oil distilleries

BRITISH CARRIER FORCE HITS JAP OIL SUPPLIES

and hit or damaged many other buildings. The striking force was intercepted by Japanese fighters some miles short of the target. In the ensuing fighting 13 twin and single-engine enemy fighters were shot down and six probables. In addition, 34 aircraft were destroyed and some 25 damaged on airfields surrounding the target.

The second attack, against the Sungei Gerong refinery, was made on 29 Jan. Photographs show many of the principal installations received direct hits and were afterward burnt by oil fires from adjacent oil reservoirs. During the attack, aircraft at 3,000 feet were shaken by a particularly violent explosion. Eight enemy aircraft were shot down over the target area and three probables. Four were destroyed on the ground.

Attacks by enemy aircraft directed against the Fleet were driven off by our fighters with the exception of one raid, in which seven aircraft got through. Our total losses of aircraft in these operations, involving one of the largest forces yet used by the East Indies Fleet, were 15. None of our ships sustained damage and our casualties are exceedingly light.

Among His Majesty's ships in company with the aircraft carriers were the *King George V, Argonaut, Black Prince, Euryalus, Grenville, Kemenfelt* and *Ursa.*

6 FEBRUARY

U. S. Pacific Fleet Communique No. 250

Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed storage and barracks areas on Haha Jima in the Bonins on 4 Feb. (East Longitude date).

On 4 and 5 Feb. Army Liberators of the Strategic Air Force attacked targets on Iwo Jima in the Volcanoes.

Fighters of the 4th Marine Aircraft Wing bombed barges and buildings in the Palaus on 4 and 5 Feb.

Marine torpedo planes destroyed a pier and buildings on Yap in the western Carolines on 5 Feb.

Mitchell bombers of the 4th Marine Aircraft Wing bombed airfield installations and destroyed a building on Ponape in the Carolines on 6 Feb. The attack was made through intense antiaircraft fire. One of our aircraft was lost.

Neutralizing attacks on enemy-held bases in the Marshalls were continued on 5 Feb. by Navy search planes of Fleet Air Wing 2.

7 FEBRUARY

ADVANCED HEADQUARTERS ON LUZON — In the air our heavy units dropped 204 tons of bombs on Corregidor while our attack - bombers hit Caballo Island. Patrol planes on low-level sweeps over the east coast sank 28 enemy barges and several speedboats. . . . *Cebu:* Light naval units at night shelled enemy positions on the north coast. . . . *Mindanao:* Patrol planes bombed boat yards at Zamboanga, setting afire a small vessel under construction. . . . *China Sea:* Planes attacked shipping in the Sakishima group, sank a 1,000-ton freighter and left another of 2,000 tons in flames.

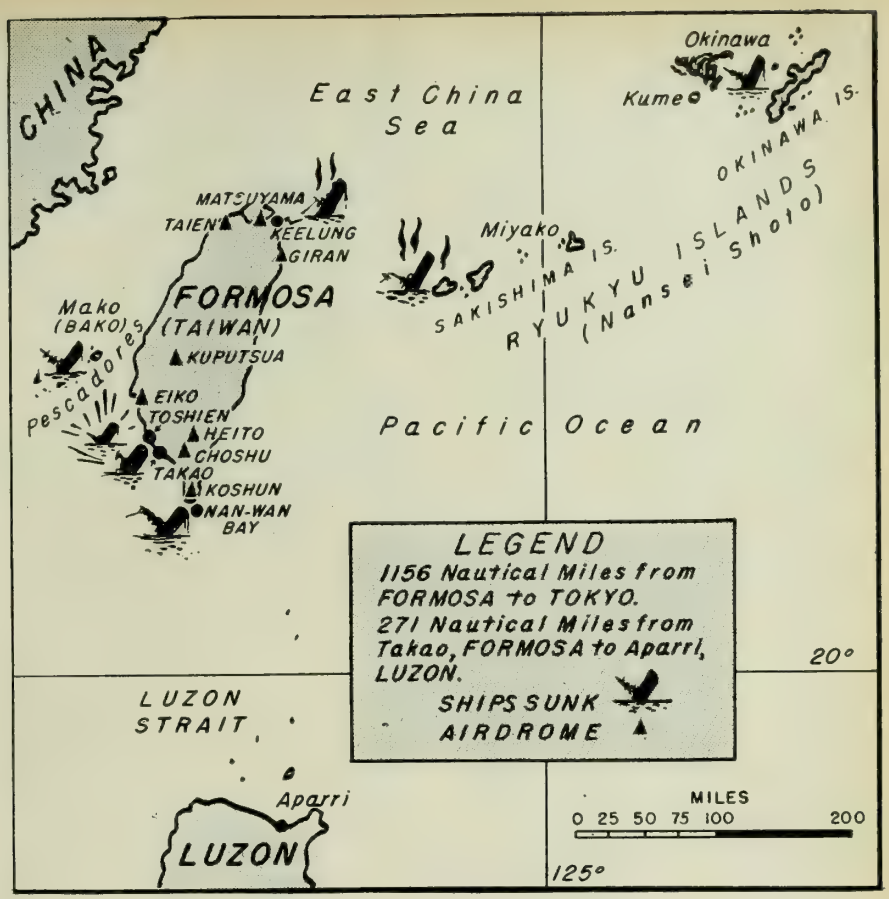
RAIDS ON CORREGIDOR CONTINUE

WASHINGTON, *20th AAF communique*— Attacking in two separate forces, B-29s of the 20th Bomber Command struck at naval and other Japanese military installations at Saigon, French Indochina, and at key communications facilities in the Bangkok area 6 Feb.

8 FEBRUARY

U. S. Pacific Fleet Communique No. 251

Marine Mitchells of the Strategic Air Force, Pacific Ocean Areas, attacked shipping in and around the Bonins and Volcanoes on the night of 6 Feb. (East Longitude date). A large ship in a convoy north of the Volcanoes was hit with rockets and a second ship, in a convoy north of the Bonins, was left smoking after an explosion aboard caused by rocket attack.



Symbols indicate attacks by U. S. carrier planes on Jap shipping & airdromes: See 22, 23, 27, 28 January.

Two 7th AAF Liberators of the Strategic Air Force bombed barracks and other installations at Chichi Jima and Ototo Jima in the Bonins on the same date. Three enemy fighters were seen airborne over the targets.

The enemy base at Kataoka, on Shimushu in the Kurils, was bombed by 11th AAF Liberators on 6 Feb.

Corsair fighters of the 4th Marine Aircraft Wing destroyed a bridge, set trucks afire and struck defense positions on Babelthuap in the Palaus on 6 Feb.

A pier and bridge on Yap, in the western Carolines, were hit by Marine fighters and torpedo planes on the same date.

On 6 Feb. Marine fighters bombed enemy installations on Rota, in the Marianas.

U. S. Pacific Fleet Communique No. 252

Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed installations on Iwo Jima in the Volcanoes on 6 Feb. and 7 Feb. Army bombers of the same force attacked Okimura town, on Haha Jima in the Bonins, on 7 Feb. Three large fires were observed.

Woleai, in the western Carolines, was bombed from high altitude by Army bombers of the Strategic Air Force on 7 Feb. and shore installations on Yap in the same group were bombed by torpedo aircraft of the 4th Marine Aircraft Wing on the same date. Marine aircraft bombed and strafed targets on Ponape in the Carolines on the following day.

Marine planes attacked installations on Babelthuap in the Palaus on 7 Feb.

4th Marine Aircraft Wing fighters strafed targets on Rota in the Marianas on 7 Feb.

Planes of Fleet Air Wing 2 continued neutralizing attacks on enemy-held bases in the Marshalls on 8 Feb.

9 FEBRUARY

(*A Navy Department memorandum to the press on 9 Feb. identified the vessels announced lost in Navy Department Communique No. 567* [INFORMATION BULLETIN, Feb. 1945, p. 52] *as: LST 750, LST 460, LST 738, LST 472, Motor Torpedo Boat 323, SC 744,* USS *Porcupine.*—ED.)

ADVANCED HEADQUARTERS ON LUZON — *Mindanao:* Reconnaissance planes started fires in boat yards at Zamboanga and damaged a coastal vessel to the north. . . . *China Sea:* Patrols along the China coast sank a small freighter and a patrol craft and forced a coastal vessel aground by strafing. . . . *Formosa:* Following a night of harassing attacks on installations at Takao, escorted heavy bombers struck Heito barracks and supply dumps. Our fighters and medium bombers carried out low-level sweeps on communications lines and shipping. Three small freighters and five barges were sunk. . . . *Lesser Sundas:* Medium reconnaissance units attacked coastal shipping in the Flores, Solor and Alor Islands, destroying or damaging a small coastal vessel and two barges.

10 FEBRUARY

U. S. Pacific Fleet Communique No. 253

Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed Iwo Jima in the Volcanoes on 8 Feb. (East Longitude date). Our aircraft were attacked by three enemy fighters of which one was destroyed. One of our bombers was lost.

11th AAF Liberators bombed Kataoka on Shimushu in the Kurils on 8 Feb. All of our aircraft returned safely.

On the same date Corsairs of the 4th Marine Aircraft Wing attacked targets on Babelthuap in the Palaus and destroyed a bridge on Yap in the western Carolines.

Marine Hellcats and Corsairs bombed and strafed enemy installations on Rota in the Marianas on 8 Feb.

U. S. Pacific Fleet Communique No. 254

Rocket-bearing Venturas of Fleet Air Wing 4 struck radio and lighthouse installations on Kokutan Saki, at the northern tip of Shimushu in the Kurils, on 8 Feb. (East Longitude date).

ROCKET PLANES HIT SHIMUSHU IN KURILS

More than 60 tons of bombs were dropped on Iwo Jima in the Volcano Islands by 7th AAF Liberators operating under the Strategic Air Force, Pacific Ocean Areas, on 9 Feb.

On the following day Army Lightnings of the Strategic Air Force swept the island and destroyed four bombers and three fighters on the ground and damaged another bomber on the ground.

An enemy destroyer was strafed by our aircraft. One of our fighters was lost in the attack.

Warehouses and buildings on Babelthuap in the Palau Islands were damaged by fighters of the 4th Marine Aircraft Wing on 9 Feb. On the same date harbor installations on Yap, in the western Carolines, were set ablaze by Marine aircraft.

Venturas of Fleet Air Wing 1 bombed the airstrip on Puluwat, in the western Carolines, on 10 Feb.

11 FEBRUARY

U. S. Pacific Fleet Communique No. 255

Marine Mitchells of the Strategic Air Force, Pacific Ocean Areas, made rocket attacks on a medium-sized tanker and large cargo ship north of Iwo Jima in the Volcanoes in the early morning hours of 10 Feb. (East Longitude date). Explosions were observed aboard both ships. Our aircraft were opposed by night fighters and by intense antiaircraft fire.

Army Liberators of the Strategic Air Force bombed Haha Jima in the Bonins on 10 Feb. through intense antiaircraft fire. Results were unobserved. One of our aircraft was shot down over the target.

Shore installations on Babelthuap in the Palaus were attacked by fighters of the 4th Marine Aircraft Wing on 10 Feb.

On the same date Marine fighters strafed targets on Rota in the Marianas.

ADVANCED HEADQUARTERS ON LUZON — Our heavy and attack units bombed and strafed enemy installations on Corregidor and the south shores of Bataan. Light naval units sank 20 enemy coastal craft at San Fernando, La Union. . . . *Formosa:* Daylight patrols sank a 2,000-ton cargo vessel in the Pescadores Islands and another of 1,000 tons to the southwest.

12 FEBRUARY

ADVANCED HEADQUARTERS ON LUZON — *Formosa:* Reconnaissance units attacking shipping sank a small freighter, damaged a naval escort at the Pescadores Islands and small craft in the Sakishima group. . . . *China Sea:* Air patrols damaged a small freighter off the coast of French Indochina, probably sank a destroyer-transport to the east and damaged a lugger off Hong Kong.

WASHINGTON, *20th AAF communique*— Superfortresses continued their attack on Iwo Jima with good results in a daylight mission yesterday. All B-29s returned safely to their Marianas bases.

13 FEBRUARY

Navy Department Communique No. 576

The escort carrier *Ommaney Bay* and the minesweeper *Long* have been lost in the Philippine area as the result of enemy action.

OMMANEY BAY, CVE, LOST IN PHILIPPINES

The next of kin of casualties have been informed.

U. S. Pacific Fleet Communique No. 256

Army Liberators of the Strategic Air Force, Pacific Ocean Areas, heavily bombed airfield installations and other targets on Iwo Jima in the Volcanoes on 11 Feb. (East Longitude date). Five enemy aircraft were observed in the air.

On the same date Army bombers of the Strategic Air Force attacked Marcus Island with unobserved results.

Navy search planes of Fleet Air Wing 1 bombed Truk in the Carolines on 11 Feb. Two enemy aircraft were airborne over the target.

Fighters of the 4th Marine Aircraft Wing sank a barge and set nine others ablaze and destroyed six trucks on Babelthuap in the Palaus on 11 Feb. Attacks were also made on targets on Arakabesan in the same group. Installations on Yap in the western Carolines were bombed by Marine aircraft on the same date.

Marine fighters attacked targets on Rota in the Marianas on 11 Feb.

ADVANCED HEADQUARTERS ON LUZON — The 11th Airborne Division cleared Nichols airdrome and occupied the naval base at Cavite. Ten enemy seaplanes and a battery of 3-inch guns were captured intact. Our heavy units dropped 150 tons of bombs on Corregidor coastal defenses. . . . *Mindanao:* Medium bombers swept the waterfront at Zamboanga. Four small vessels were destroyed or damaged. . . . *China Sea:* Patrol planes off Amoy heavily damaged a 2,000-ton cargo ship. To the south, along the coast of French Indochina, a similar vessel and three smaller ones were sunk or severely damaged. . . . *Moluccas:* Light naval units off Halmahera destroyed two barges and captured a third.

ARMY TROOPS OCCUPY CAVITE NAVAL BASE

14 FEBRUARY

Navy Department Communique No. 577

FAR EAST

United States submarines have reported the sinking of 31 enemy vessels, including a converted light cruiser and two small warships, as a result of operations in these waters. The ships sunk were:

U. S. SUBS SINK ENEMY CL, 30 OTHER VESSELS

Fourteen medium cargo vessels; one small transport; seven small cargo vessels; one converted light cruiser; one converted gunboat; two medium tankers; one small cargo transport; one medium cargo transport; one escort vessel; one large cargo transport; one small tanker.

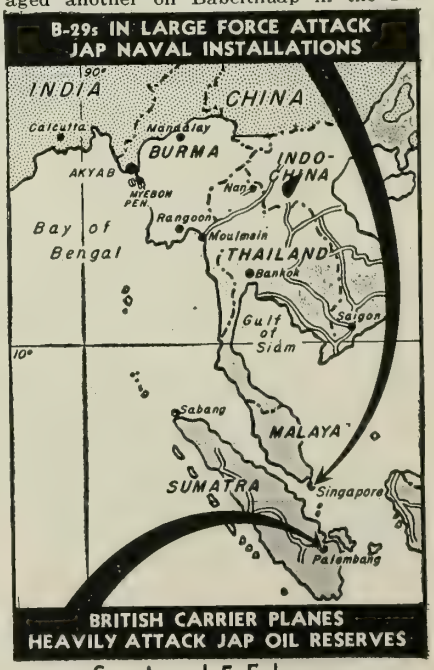
These sinkings have not been announced in any previous Navy Department communique.

U. S. Pacific Fleet Communique No. 257

Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed airfield installations and antiaircraft positions on Iwo Jima with unobserved results on 12 Feb. (East Longitude date).

On the same date, bombers on the same force struck at naval installations on Chichi Jima and at Mei Jima in the Haha Jima Group in the Bonins. Results were unobserved.

Fighters of the 4th Marine Aircraft Wing destroyed one building and damaged another on Babelthuap in the Palaus on 12 Feb. Marine fighters and torpedo-bombers struck dock installations on Yap in the western Carolines on the same date.



See 1 and 5 February.

U. S. Pacific Fleet Communique No. 258

7th AAF Liberators, operating under the Strategic Air Force, Pacific Ocean Areas, bombed enemy installations on Iwo Jima with unobserved results on 13 Feb. (East Longitude date).

On the same day bombers of the same force made attacks on Haha Jima in the Bonins.

Fighters of the 4th Marine Aircraft Wing attacked targets on Koror and Arakabesan in the Palaus, starting a fire on Koror.

On the same date Marine aircraft attacked Yap through intense antiaircraft fire, destroying two buildings.

ADVANCED HEADQUARTERS ON LUZON — In the air our heavy units dropped 107 tons of bombs on Corregidor's coastal batteries. Fighters swept the east coast of Bataan, destroying an additional 24 enemy supply barges. . . . *Visayas:* Naval patrol craft operating at night off the Cebu coast destroyed a small freighter, sank two supply-laden barges and engaged enemy concentrations on shore.

ROME, *Navy communique*—It is reported from the Aegean that on the morning of 11 Feb. news was received that a force of about 40 Germans had landed on the island of Nisiro, in the Dodecanese south of Cos. This raiding party came from a neighboring island in search of food and supplies. Their craft, a 90-foot motor launch, was destroyed and sunk by the British destroyer *Exmoor*. Supported by the *Exmoor* and destroyer *Ledbury*, a small party of Greek and British troops landed on Nisiro from an LCI on the afternoon of 11 Feb. to deal with the enemy. The operation was highly successful. The German raiding party sustained eight men killed and 30 others taken prisoner.

15 FEBRUARY

U. S. Pacific Fleet Communique No. 259

Vice Admiral Marc A. Mitscher is in command of a powerful task force of the Pacific Fleet which is now attacking enemy aircraft, air bases and other military targets in and around Tokyo.

CARRIER PLANES HIT TOKYO AS SHIPS SHELL IWO

This operation has long been planned and the opportunity to accomplish it fulfills the deeply cherished desire of every officer and man of the Pacific Fleet.

Surface units of the Pacific Fleet are bombarding Iwo Jima.

Aircraft of the Strategic Air Force, Pacific Ocean Areas, are bombing Iwo Jima and nearby positions in the Bonins. The Fleet forces are under the tactical command of Admiral R. A. Spruance, Commander 5th Fleet.

16 FEBRUARY

U. S. Pacific Fleet Communique No. 260

1. Carrier aircraft of the 5th Fleet are continuing to attack the Tokyo area.

2. Preliminary reports indicate that substantial damage was inflicted on enemy installations on Iwo Jima in the Volcano Islands in spite of adverse weather conditions during the bombardment by battleships and cruisers of the Pacific Fleet on 16 Feb. [East Longitude date]. Our carrier aircraft set two luggers ablaze and three bombers were probably destroyed on the ground. A kingfisher seaplane from one of the cruisers in the bombardment force shot down a Zero land plane fighter. One of our aircraft was destroyed by enemy antiaircraft fire, but the pilot was rescued.

Enemy shore batteries which fired on the bombardment group were silenced by the guns of the fleet. The bombardment is continuing.

3. On 15 Feb. Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed Iwo Jima in the Volcanoes and Chichi Jima in the Bonins.

4. On the same date Army Liberators of the Strategic Air Force and Navy search planes of Fleet Air Wing 1 struck airfields on Truk Atoll. Two enemy fighters and moderate antiaircraft fire were encountered.

ADVANCED HEADQUARTERS ON LUZON —

We have captured Bataan. The 11th Corps landed elements of the 38th Division at Mariveles on the morning of the 15th. The movement was mounted from Olongapo and was covered by the 7th Fleet and the Far East Air Forces. Preceding the landings, Mariveles harbor was swept of mines in a daring and skillful operation during which the fire of Corregidor's guns was neutralized by cruiser and destroyer batteries and by air strikes. The landing was made along the south coast at a number of points to the east and west, centering around Mariveles. Our losses were light.

BATAAN TAKEN BY AMPHIB MOVE FROM OLONGAPO

Meanwhile the encirclement was completed by the 1st Infantry Regiment of the 6th Division, now attached to the 11th Corps, driving south from Pilar, capturing Limay and Lamao in passage toward a junction with the 38th Division.

17 FEBRUARY

ADVANCED HEADQUARTERS ON LUZON—We have landed on Corregidor and seized its decisive points. Its complete capture is now assured. With light casualties following bombardment by the 7th Fleet and the Far East Air Force, the 11th Corps, in a closely coordinated parachute and amphibious movement accomplished a double landing.

AMERICANS LAND ON CORREGIDOR FROM SEA, AIR

The 503d Parachute Regiment successfully dropped on the topside of Corregidor, taking its batteries and defenses in the rear. Shortly thereafter elements of the 24th Division ferried across the narrow channel from Bataan and landed on Corregidor's south shore. They immediately advanced inland and joined the paratroopers. The recapture of Bataan and Corregidor clears the entrance to Manila Bay and opens this great harbor to our fleet.

ROME, *naval communique*—Between 7 and 12 Feb. continuous bombardments in support of the army were carried out against German positions near the Italo-French frontier by British, United States and French warships.

18 FEBRUARY

U. S. Pacific Fleet Communique No. 261

1. Further reports on the attacks on Tokyo by aircraft of the 5th Fleet under Admiral R. A. Spruance on 16 and 17 Feb. (East Longitude date) are unavailable.

2. Bombardment of Iwo Jima in the Volcano Islands by battleships and cruisers of the Pacific Fleet is continuing. On 17 Feb. carrier aircraft and Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed targets on the island through intense antiaircraft fire. One of our ships was damaged during the attack by shore-based gunfire, which was intense.

3. Five aircraft were strafed on the ground at Chichi Jima in the Bonin Islands and 18 small craft were strafed and an ammunition barge exploded at Haha Jima in the same group on 17 Feb. Enemy antiaircraft fire was intense over both targets. Ships' antiaircraft batteries shot down two enemy planes.

4. Army Liberators of the Strategic Air Force bombed Marcus Island on 16 Feb.

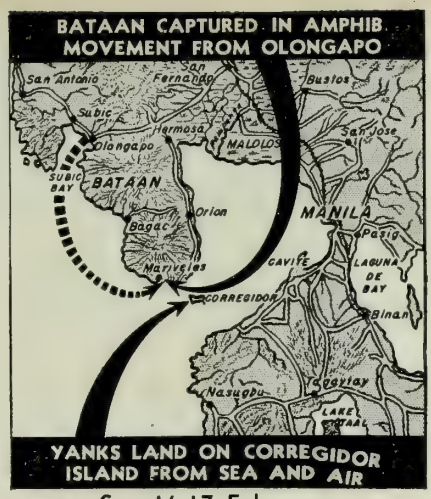
5. Fighters of the 4th Marine Aircraft Wing attacked targets on Babelthuap in the Palaus and Yap in the western Carolines on the same date.

U. S. Pacific Fleet Communique No. 262

1. Battleship gunfire damaged defensive installations, including three heavily casemated coastal guns knocked out and probably three more damaged during a heavy bombardment of Iwo Jima on 18 Feb. (East Longitude date). The island was under fire of heavy units of the United States Pacific Fleet throughout the day. The bombardment of Iwo Jima on 16, 17 and 18 Feb. was under the immediate tactical direction of Rear Admiral W. H. C. Blandy, USN.

BATTLESHIP GUNS BATTER IWO JIMA

2. Carrier aircraft of the Pacific Fleet damaged 16 small ships and barges at Chichi Jima in the Bonin Islands on the same date. Four planes were damaged on the ground by strafing attacks and three aircraft at the island seaplane base were strafed. Our planes met intense antiaircraft fire.



See 16-17 February.

3. Bombing from low altitudes, 7th AAF Liberators operating under the Strategic Air Force, Pacific Ocean Areas, attacked airfields and defense installations on Iwo Jima on 17 Feb. setting large fires. Antiaircraft fire was intense.

4. Liberators of the Strategic Air Force and Navy search aircraft of Fleet Air Wing 1 attacked the airdrome on Marcus Island on 17 Feb.

5. On the same date aircraft of the same forces attacked airfields on Truk atoll, meeting only a few enemy fighters, which were not aggressive.

6. Corsairs of the 4th Marine Aircraft Wing bombed and damaged a pier, warehouse and other targets on Babelthuap in the Palaus on 16 Feb.

ADVANCED HEADQUARTERS ON LUZON—On Corregidor we are clearing out enemy pockets. Units of the 7th Fleet shelled the Cavite shore line south of Corregidor. Our naval units in the vicinity of Manila Bay sank five small enemy craft. Others in San Bernardino Strait destroyed two coastal craft. . . . *Formosa:* Patrol planes attacking shipping in the Ryukyu Islands, sank two freighters of 1,000 tons each, five smaller vessels and seriously damaged a transport . . . *China Coast:* Reconnaissance units sank a 3,000-ton freighter-transport and set afire several smaller enemy craft off St. Jacques, French Indochina.

MOSCOW, *communique*—The Air Arm of the Red Banner Baltic Fleet operating over the southern part of the Baltic, sank an enemy transport vessel and a patrol launch.

19 FEBRUARY

U. S. Pacific Fleet Communique No. 263

1. The United States Pacific Fleet achieved a decisive victory over the enemy in attacks on Tokyo on 16 and 17 Feb. (East Longitude date).

RESULTS OF NAVY RAIDS ON JAPAN

2. Approaching the enemy's coast under cover of weather so adverse as to handicap enemy air operation, complete tactical surprise was accomplished by our forces and the following damage was inflicted on the enemy:

Aircraft: 332 airplanes shot out of the air; 177 airplanes definitely destroyed on the ground; at least 150 airplanes were probably destroyed or damaged on the first day; an unknown number were damaged on the second day.

Shipping: One escort carrier was bombed and set afire. She was down by the bow and was left lying on her side at Yokohama. Nine coastal vessels sunk. One destroyer sunk. Two destroyer escorts sunk. One cargo ship sunk. Twenty-two coastal vessels damaged. Numerous picket ships destroyed by our aircraft and surface action, including one which was rammed by one of our destroyers.

Ground installations: Shops and other installations destroyed at numerous airfields. Naga aircraft factory damaged. Musashin, Tama and Tachigawa engine plants heavily bombed.

3. Our forces lost 49 planes in the attack. Between 30 and 40 pilots were lost. All enemy efforts to attack our task force were turned back by our effective combat air patrol before they reached our ships. None of our ships suffered from enemy action. Enemy fighters were unaggressive and avoided our fighter aircraft.

4. The forces under command of Admiral R. A. Spruance, Commander, 5th Fleet, and Vice Admiral Marc A. Mitscher, tactical commander of these carrier forces, have won a victory as precise as it was decisive in the heart of the enemy's defenses. The airmanship of our naval aviators was superior to every task the enemy and adverse weather could offer. The Commander in Chief, Pacific Fleet, concurs in the following message which was sent to the task force by Admiral Spruance:

"Congratulations to all hands on a superlatively well done job."

U. S. Pacific Fleet Communique No. 264

United States Marines supported by heavy units of the United States Pacific Fleet and by shore-based and carrier aircraft, have landed on Iwo Island in the Volcano Islands.

MARINES LAND ON IWO JIMA

The landings were made by the 5th Amphibious Corps, which includes the 4th and 5th Marine divisions, after heavy bombardment by battleships, cruisers and lighter units of the Pacific Fleet and sustained bombing by substantial forces of Navy carrier aircraft and also by Army bombers of the Strategic Air Force, Pacific Ocean Areas, which is under the command of Lt. Gen. M. F. Harmon, USA.

Vice Admiral Richmond K. Turner, USN, commander of Amphibious Forces United States Pacific Fleet, is in overall command of the amphibious forces involved in the operation.

Expeditionary troops are under command of Lt. Gen. Holland M. Smith, USMC, commanding general of the Fleet Marine Force in the Pacific. Maj. Gen. Harry Schmidt, USMC, is commanding general of the 5th Amphibious Corps. The 4th Marine Division is under the command of Maj. Gen. Clifton B. Gates, USMC, and the 5th Marine Division is under the command of Maj. Gen. Keller E. Rockey, USMC.

The naval forces which prepared the island for invasion with heavy bombardment included the following old battleships: USS *New York*, USS *Texas*, USS *Nevada*, USS *Arkansas*, USS *Idaho* and the USS *Tennessee*.

More than 800 United States ships are involved in the operation. The carrier forces and the amphibious forces are under the command of Admiral R. A. Spruance, commander of the 5th Fleet.

U. S. Pacific Fleet Communique No. 265

The Marines who landed on Iwo Island in the Volcanoes have established a beachhead along the southeast shoreline extending from the volcano at the southern tip of the island 4,500 yards northward. The operation is proceeding satisfactorily.

The landing was made at 0900 today (East Longitude date) against resistance which was light initially. Sporadic artillery and mortar fire encountered in the early hours on the beaches increased markedly after the drive inland began. Our casualties are moderate.

By 1100 penetrations from the beaches were generally about 500 yards in depth, and at that time advance units of the attackers had reached the southern end of the southern airfield and had penetrated the airfield defenses east of the airstrip.

The troops went ashore after intense bombardment by heavy units of the United States Pacific Fleet and heavy bombing by carrier air groups. Two light units of the supporting fleet task force suffered some damage during the pre-landing attack.

A message has been sent to the units concerned as follows:

"The Commander in Chief, Pacific Ocean Areas, joins the Commander of the 5th Fleet and the Commander of the Fast Carrier Task Force in appreciation of the assistance and cooperation provided by the 21st Bomber Command, the submarines, Pacific, and Fleet Air Wing 1 in connection with the carrier attack on Tokyo."

U. S. Pacific Fleet Communique No. 266

United States Marines attacking Iwo Island drove across the southern end of the island by 1800 on Feb. 19 (East Longitude date), cutting off the enemy strongpoint in the Suribachi Volcano from his

forces in the north. Resistance in this area now is cut off. Our forces occupied 1,000 yards of the western beach of the island.

During the afternoon of the first day advance elements of the attacking units expanded their hold on the island's southern airfield, but were meeting stiff opposition there and on the northern flank of the beachhead. Our forces advancing from the east toward the northern end of the field were engaged in heavy fighting.

The northern half of the beachhead was under intense mortar and artillery fire during a large part of the day, but it was expanded inland about 250 yards. Unloading of equipment and supplies began on the seven beaches.

Casualties in the south were light, but on the open slopes west of the airfield our forces were being resisted bitterly and casualties were more numerous.

Enemy positions on the island were under heavy naval gunfire and aircraft bombing, strafing and rocket attacks throughout the day.

Moscow, *communique*—The Air Force of the Red Banner Baltic Fleet was inflicting blows against enemy ships discovered in the Baltic Sea. Three German supply ships totaling 16,000 tons and one enemy trawler were sunk.

ADVANCED HEADQUARTERS ON LUZON—*Visayas:* Motor-torpedo boats at night destroyed a small cruiser off Cebu, while patrolling fighters sank two barges and burned a fuel laden vessel. . . . *China Sea:* Patrol planes bombed and strafed a 3,000-ton rreighter-transport off Tourane, French Indochina, leaving the vessel aground and afire.

20 FEBRUARY

Navy Department Communique No. 578

PACIFIC AREA

The *YMS 48* has been lost in the Philippine area as a result of enemy action.

The next of kin of all casualties have been informed.

Navy Department Communique No. 579

PACIFIC THEATRE

The *PT 73* and the *PT 338* have been lost in the Philippine area as the result of grounding. There were no casualties.

The USS *PC 1129* has been lost in the Philippine area as the result of enemy action. The next of kin of casualties have been notified.

U. S. Pacific Fleet Communique No. 267

(1) The United States Marines on Iwo Island moved forward on Feb. 20 (East Longitude time) against enemy defenses as fanatically defended as any yet encountered in the war in the Pacific.

(2) By 1200 on the second day of the assault the marines had taken an area which includes the southern airfield and the ground from the northern slope of Suribachi Volcano to a curving east and west line which crosses the northern ends of the runways and extends from the western beach to the northern anchor of the beachhead on the east side of the island.

(3) At 0230 on Feb. 20 the enemy sent a night counter-attack of about battalion strength down the runway of the southern airfield, but the 27th Regiment of marines met it stanchly, broke it up and beat off the remnants. Sporadic artillery and mortar fire fell on the beaches throughout the night, but our forces continued to unload supplies.

(4) Fleet units supported the troops throughout the night with illumination and heavy gunfire. Our night fighters broke up several small attempted air raids by enemy aircraft which failed to reach the island.

(5) On the morning of Feb. 20, with strong air and gunfire support, the marines began the attack which has given us control of the southern airfield.

U. S. Pacific Fleet Communique No. 268

(1) The marine divisions on Iwo Jima made slight gains north of the southern airfield on the afternoon of Feb. 20 (East Longitude date) and by 1800 on that date were consolidating their positions in the face of heavy mortar and artillery fire and some rocket fire.

(2) In the south, marines attacking Mount Suribachi met stiff opposition.

(3) A large portion of our artillery is now ashore and in position to support both flanks of the beachhead.

(4) The guns of the Pacific Fleet continued to shell enemy defenses on the island, with close-in fire support concentrated on numerous caves and strong points from which the enemy was bringing the northern end of the beachheads under heavy artillery and mortar fire. More than 8,000 tons of ammunition have been expended by naval gunfire thus far in the bombardment.

(5) Carrier aircraft continued their intensive attack on the island throughout the afternoon, although their operations were handicapped by rain, low clouds and poor visibility.

(6) Supplies are being placed ashore satisfactorily.

(7) No estimate of casualties is yet available.

WHAT'S YOUR NAVAL I.Q.?

1. Lost in the Philippine Archipelago, a sailor would have to find his way through (a) 137, (b) 658, (c) 2,485, (d) 5,732 or (e) 7,890 islands and islets?

2. How can you distinguish a Navy captain's cap from a Navy commander's cap?

3. A new commanding officer ordered a BM2c to pipe a certain call aboard ship. What reason did the officer have for believing the man could pipe the call?

4. If you were looking for the Commandant, 10th Naval District, where would be the most likely place to find him?

5. If you were the gunner of a Navy plane and you saw the two flying boats illustrated here in enemy territory, which one should you shoot at?

6. Two petty officers were arguing about the spacing of the service stripes on their uniforms. One had his ⅜ inches apartwhile the other wore his $\frac{5}{16}$ inches apart. Which was correct?

7. What kind of button does a Wave who is discharged under unsatisfactory conditions (or for inaptitude or unsuitability) receive from the Navy?

8. If the pilots of two Navy planes started from points on the equator directly south of Manila and Honolulu, respectively, and flew at the same rate of speed, which city would be reached first?

9. If you know the colors of the Presidential Unit Citation ribbon, how can you recognize the Presidential Unit Citation burgee pennant?

10. A sailor thought "four bells and a jingle" meant fifteen minutes after the hours of 0200, 0600, 1000, 1400, 1800 and 2200. How far wrong was he?

11. The yeoman told his striker in his office to go get a package from the half deck. The striker made his way to the partial deck below the lowest complete deck on the ship. Did he get it?

12. Here are the names of three islands mentioned recently in Navy communiques: (a) Marinduque, (b) Iwo, (c) Babelthaup. To what groups do they belong?

13. "Chesapeake Bay" is a possible name for what class or classes of U. S. Navy ships?

14. The officer of the deck of a U. S. Navy ship issued orders to the first lieutenant, the executive officer and the communications officer. Where did he make his mistake?

15. What are the two general types of lighter-than-aircraft?

(*Answers on Page 71*)

NEW V-DISC RELEASES

Following is the list of V-Discs contained in the March kit, Navy Release I, to be mailed the middle of the month to ships and naval activities outside continental limits and hospitals in U. S. treating battle casualties. For information on how to get the discs, recorded exclusively for the armed forces, see table on pp. 70-71 of December or January issue.

161. I'VE GOT A HEART FILLED WITH LOVE FOR BABY; GOING HOME; HONEYSUCKLE ROSE; MY BLUE HEAVEN—Maj. Glenn Miller.
162. RED TOP; WOODCHOPPER'S BALL—Woody Herman.
163. COTTONEYED JOE; ONE MEAT BALL—Josh White; BALTIMORE ORIOLE; HONG KONG BLUES—Hoagy Carmichael.
164. JACK ARMSTRONG BLUES; ROSETTA—All Stars.
165. LET'S TAKE THE LONG WAY HOME; STRANGE MUSIC—Bing Crosby; AFTER AWHILE; SWEET DREAMS SWEETHEART—Andy Russell.
166. OLD CALIFORNIA, Parts 1 and 2—New York Philharmonic Symphony Orchestra.
167. RIGHT AS THE RAIN—Mildred Bailey; SLEIGHRIDE IN JULY; I CAN'T TELL YOU WHY I LOVE YOU—Dinah Shore.
168. MARY; LOUISE; MARGIE—George Paxton; CAPRICIOUSNESS NO. 24; HEAVY TRAFFIC ON CANAL STREET—New Friends of Rhythm.
169. I'M BEGINNING TO SEE THE LIGHT—Harry James; A GOOD MAN IS HARD TO FIND; NICKEL SERENADE—Les Brown.
170. EASY TO LOVE—Marie Greene; DON'T EVER CHANGE; WALK A LITTLE, TALK A LITTLE—Ginny Simms.
171. SMOKE GETS IN YOUR EYES; SWEETHEART OF SIGMA CHI—Tommy Dorsey; GRAND CENTRAL GETAWAY; ALL THE THINGS YOU AIN'T—Jimmy Dorsey.
172. LEONORE OVERTURE, Parts 1 and 2—Toscanini and the NBC Orchestra.
173. IF YOU ARE BUT A DREAM; SATURDAY NIGHT—Frank Sinatra; I DIDN'T KNOW ABOUT YOU; TUMBLING TUMBLEWEED—Jo Stafford.
174. ROSE ROOM—Benny Goodman; PAT'S BLUES—Muggsie Spanier.
175. THE THINGS I LOVE; THE LOVE I LONG FOR—The Three Suns; BEGIN THE BEGUINE—Eddy Heywood.
176. GOT A DATE WITH AN ANGEL; WHISPERS IN THE DARK; LAMPLIGHT—Hal Kemp.
177. SING SING SING, Parts 1 and 2—Benny Goodman.
178. IN THE DARK OF THE MOON; I WONDER WHAT'S BECOME OF SALLY; I SURRENDER DEAR—Charlie Spivak.
179. ANY OLD TIME; SIGEUNER—Artie Shaw; THIS HEART OF MINE; ITSUM BITSUM—Louis Prima.
180. TABBY THE CAT; SERENADE TO A GOAT—Hal McIntyre; EVELINA—Vaughn Monroe.

THE MONTH'S ALNAVS IN BRIEF

No. 16—Calls for reduction in travel by at least 10% by commands authorized to issue intermittent travel orders and TAD orders.

No. 17—Corrects enclosure (E), Para. 1(e) of BuPers Circ. Ltr. 138-44 (NDB, 15 May 1944, 44-573) on requirements for flight training to read "be at least S2c or equivalent rating in any branch," and calls for immediate forwarding of applications to selecting commands.

No. 18—Changes Navy Travel Instruction, Art. 2509-6 (b)(1)(*b*), concerning commercial transportation ashore for CPOs and aviation cadets.

No. 19—Announces command course starting 1 July 1945 at Naval War College for approximately 15 regular Navy officers, lieutenant commander and above, and preparatory course for 50 reserve officers, lieutenant commander, lieutenant and lieutenant (jg); applications to be submitted to Chief of Naval Personnel prior to 15 April 1945.

No. 20—Amends reference in Alnav 9-45 (NDB, 15 Jan. 1945, 45-17).

No. 21—Calls for applications from 48 regular Navy officers, classes 1943 and 1944, for two-year postgraduate course in naval construction and engineering to begin May 1946 following their assignment to one year of engineering duty afloat; where practicable, officers who have already had engineering duty afloat will enter with class starting 1 May 1945 at M.I.T.; applications to be submitted to Chief of Naval Personnel, via official channels, by 15 March 1945.

No. 22—States that the new postal notes (which became effective 1 Feb. 1945) will not be sold at Navy post offices and that Navy mail clerks aboard ships and activities outside continental U. S., including Alaska, Hawaii and outlying possessions, shall refuse payment of postal notes, but that payment may be made at Navy post offices within continental U. S. (See page 79).

No. 23—Announces appointment to next higher rank, to rank from 1 Feb. 1945, of those lieutenants (junior grade) and ensigns, line and staff corps, on active list of regular Navy whose dates of rank are within 2 Oct. 1943 to 1 Nov. 1943 inclusive, and those lieutenants (junior grade) and ensigns, line and staff corps, of Naval Reserve and Women's Reserve whose dates of commencement of continuous active duty in their respective ranks are within the same period.

No. 24—Announces appointment to chief warrant rank for temporary service, to rank from 1 Feb. 1945, of those warrant officers on active list of regular Navy whose dates of rank are within the period of 2 Oct. 1943 to 1 Nov. 1943 inclusive, of those warrant officers of Naval Reserve whose dates of commencement of continuous active duty are within same period.

No. 25—Calls for applications for seven-month postgraduate course in naval architecture, to convene 25 June 1945, from reservists interested in regular Navy career; applicants must be college graduates, not over 26 years old, and should have schooling in mathematics through differential and integral calculus and be graduates of mechanical, architectural, civil or engineering colleges, or have degrees in applied physics; applications should be sent via official channels to reach BuPers prior to 1 May 1945.

No. 26 — Cancels Alnav 174-43 (NDB, cum. ed. 1943, 43-1528) as of 1 Mar. 1945, and states, effective same date, that meals obtained on meal tickets or emergency meal receipts by Navy, Marine Corps or Coast Guard personnel shall not exceed $1.00 on trains and steamers, and $.75 elsewhere.

No. 27 — Cancels Alnav 225-44 (NDB, 31 Dec. 1944, 44-1427) and directs that correspondence and dispatches formerly addressed to Commander Subordinate Command Service Force Pacific Fleet shall be addressed to Commander Western Sea Frontier.

No. 28—Modifies instructions on new fitness report (INFORMATION BULLETIN, Feb. 1944, p. 32) to provide that page 3 be placed in qualification record jacket to accompany officer upon detachment and be signed by designated officer senior to officer reported on, and that pages 1 and 2 be signed by reporting senior.

No. 29—Directs that use of nupercaine as anesthetic be discontinued immediately and calls for turning in supply of nupercaine S1-3320 on hand to nearest medical supply depot or storehouse.

No. 30—States that Alnav 16-45 (above) also applies to Marine Corps and Coast Guard, with required reports to be sent to Commandant, Marine Corps, or Commandant, Coast Guard, as appropriate.

No. 31—Calls for submission of report to BuPers by all commands having aviation pilots on board, and gives procedure for reporting transfer of aviation pilots.

No. 32—States that scarce items, such as alarm clocks, cigarets, cigaret lighters, coffee makers, electric shavers, electric irons, fountain pens, hunting knives, mechanical pencils, pocket knives, radios, razor blades and watches, available at ship's service stores and Marine PXs afloat and overseas, are for personal use of armed forces and authorized civilian patrons; prohibits mailing, for purpose of resale, or carrying to U.S. as personnel effects, a greater number of such items than required for personal use, and directs strict censorship and gangway inspection to insure compliance with order.

No. 33—States that human serum albumin S1-1945 dated to expire in 1945, 1946 or 1947 should be extended two years.

No. 34—Requests application from reservists in Supply Corps for appointment in regular Navy Supply Corps (see p. 78).

No. 35—Announces appointment of enlisted men of retired list now serving under temporary appointment as warrant officer, ensign, or lieutenant (junior grade) whose dates of rank and commencement of continuous active duty are 1 Nov. 1943 or earlier, to next higher rank, and states such officers will be notified of their new date of rank by confirming appointment.

No. 36—Points out that Alnav 5-45 (NDB, 15 Jan. 1945, 45-13) calls for submission to BuMed of finger impressions for unidentified bodies only.

Legislative Matters of Naval Interest

Expansion of the naval ROTC from its previously authorized strength of 7,200 to 24,000 officer candidates until one year after the war and 14,000 thereafter is provided for by Public Law 1, 79th Congress, signed by the President on 13 Feb. 1945.

In carrying out the new legislation, the Navy plans to transfer to the NROTC by 1 July 1945 a large proportion of V-12 officer students, including most of those in deck officer training. The shift of approximately 17,000 V-12s to NROTC, combined with the present 5,503 candidates in the latter, will bring NROTC enrollment to a point near its newly authorized strength on that date. (For details of plan for transition from V-12 to the expanded NROTC program, see p. 73.)

The place and precedence of NROTC graduates on active duty, along with that of other reserve and temporary officers who desire to transfer to the regular Navy, will be determined by legislation covering the personnel of the future Navy. Proposals for this legislation are still in the planning stage and will not be disclosed until definite recommendations are made to Congress.

• The following nominations for temporary service have been confirmed by the Senate:

To be admiral:

Frederick J. Horne, USN, while serving as Vice Chief of Naval Operations.

To be rear admiral:

George F. Hussey Jr., USN.
Willard A. Kitts 3d, USN.
Vincent R. Murphy, USN.
Frank G. Fahrion, USN.
Marshall R. Greer, USN.
Peter K. Fischler, USN.
William B. Young, (SC) USN.
James D. Boyle (SC), USN.

To be commodore:

Thomas P. Jeter, USN, while serving as chief of staff to Commander, Battleship Squadron Two.

In the Marine Corps:

To be brigadier generals:

Charles R. Sanderson, USMC, Assistant Quartermaster on the retired list, with the rank of brigadier general.

William L. McKittrick, USMC.
Lawson H. M. Sanderson, USMC.
Christian F. Schilt, USMC.
David R. Nimmer, USMC.
William W. Rogers, USMC.

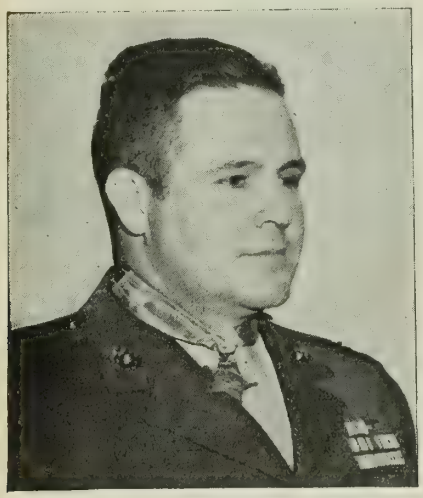
DECORATIONS AND CITATIONS

For reasons of security, the deed for which a man receives a decoration often cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

Marine Colonel Wins Medal of Honor for Heroism on Tarawa

For leading his troops in a violent two-day attack against the Japanese garrison on Betio Island, Tarawa Atoll, although he had been painfully and severely wounded during the landing, Col. David M. Shoup, USMC, Covington, Ind., was presented with the Congressional Medal of Honor by Secretary of the Navy James Forrestal.

Colonel Shoup, who commanded all the Marine troops until the garrison had been annihilated on 22 Nov. 1943, landed while suffering from a leg wound that had become infected and shortly afterwards was severely shocked by an exploding shell. Under relentless artillery, machine-gun and rifle fire he rallied his hesitant troops and led them across the fringing reefs to charge the heavily fortified island and reinforce our hard-pressed, thinly held lines. He worked without rest under constant, withering fire during the next two days, conducting smashing attacks against fanatically defended positions.



Official U. S. Navy photograph

Colonel Shoup

3 Patrol Squadrons Get Unit Citations

Three patrol squadrons, VPs 22, 101 and 102 of Patrol Wing 10, which defied Japanese naval and air supremacy in the early months of the war, scouting and fighting the enemy despite overwhelming odds and crushing operational inadequacies, have been awarded Presidential Unit Citations.

Operating in the Philippine and Netherlands East Indies area from January to 3 March 1942, the squadrons held fast as the Japanese ruthlessly hunted them down. Flying continuously in the most forward areas, they took off on hazardous flights before dawn to locate and bomb enemy shipping, returning to base or tenders after dark with vital information of Japanese movements. Resourceful and daring in combat, they sustained terrific losses with undiminished morale.

4th Navy Cross Awarded To CO of Submarine

A gold star in lieu of a fourth Navy Cross has been awarded to Comdr. Samuel D. Dealey, USN, of Dallas, Tex., who is missing in action. for extraordinary heroism as commanding officer of the submarine USS *Harder*, announced as overdue and presumed lost on 2 Jan. 1945.

In keeping with the highest traditions of the naval service, he took full advantage of every opportunity to inflict damage on the enemy during the fourth war patrol of his ship, which he had commanded since her commissioning.

Commander Dealey's previous Navy Cross awards also were made for his services in command of submarines in enemy-controlled waters. His vigorous attacks, pressed home with superb skill and cool courage in the face of great personal danger, resulted in the sinking of many thousands of tons of hostile shipping.

His other decorations included the Army's Distinguished Service Cross, awarded for his services in command of submarines, and the ribbon of the Presidential Unit Citation, awarded to the *Harder* for her daring operations in combat.

Gold Star in Lieu of Third

NAVY CROSS

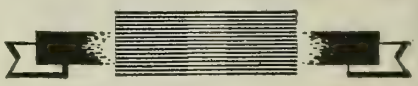
★ Comdr. John A. Moore, USN, Lowell, Ariz. (missing in action): While commanding a submarine during her tenth war patrol in Japanese-infested waters he skillfully penetrated strong escort screens to deliver smashing torpedo attacks against hostile shipping. By his daring, aggressive tactics he succeeded in sinking and damaging an important amount of hostile tonnage.

Gold Star in Lieu of Second

NAVY CROSS

★ Vice Admiral Marc A. Mitscher, USN, Oklahoma City, Okla.: In the planning and execution of a series of successful operations against major task forces of the Japanese fleet, his coolness and decision while in command of a task force of the U. S. Pacific Fleet under the difficult and uncertain conditions of combat were outstanding, and at all times he displayed an inspiring ability to appreciate and seize opportunities to inflict damage upon enemy combatant forces.

★ Comdr. Louis D. McGregor Jr., USN, Warrenton, Ga.: Commanding a submarine during a war patrol, he pursued highly aggressive and tenacious tactics in the face of extremely strong air and surface opposition and, penetrating escort screens around valuable shipping, damaged and sank a number of merchant and combatant ships.



NAVY CROSS

★ Commodore (then Capt.) Bernard L. Austin, USN, Rock Hill, S. C.: Commander of a destroyer division off Bougainville 24-25 Nov. 1943, he sought out and engaged six Jap warships at night, pressed home vigorous, unrelenting attacks and evoked the indomitable fighting spirit which enabled his officers and men to contribute materially to the sinking of four ships and the serious damaging of two others. He retired his forces without loss or damage.

★ Capt. (then Comdr.) Vilhelm K. Busck, USN, Washington, D. C.: As commander of an LST group during landing operations at Vella Lavella on 1 Oct. 1943 when a ship under his command was set afire by divebombing attacks and her crew forced to abandon her, he boarded the vessel alone and surveyed the extent of damage in the midst of flames and explosions from her ignited cargo of gasoline and ammunition. He expertly directed fire-fighting operations until repeated bombings rendered the ship untenable. During the initial landing on the Treasury Islands he calmly supervised unloading activities under fierce hostile fire.

★ Capt. (then Comdr.) DeWitt C. E. Hamberger, USN, Washington, D. C.: As commanding officer of a destroyer during a night engagement with six Japanese warships off Bougainville, 24-25 November 1943, he fought his ship with resolute courage and daring aggressiveness. He evoked indomit-

able fighting spirit which enabled the gallant officers and men under his command to contribute to the crushing defeat imposed upon the enemy in sinking four ships and damaging seriously two others.

★ Capt. Andrew G. Shepard, USN, Rochester, N. Y.: As CO of the USS *Cleveland*, he directed his ship in the initial bombardment of Buka-Bonis and the first daylight assault on Shortland-Faisi-Bonis. He fought his ship in an engagement which resulted in the sinking of five enemy warships and the damaging of four. Later, when 67 enemy bombers attacked his force, he directed the AA fire of his ship which assisted in destroying 17 Jap planes.

★ Comdr. Walter T. Griffith, USN, Mansfield, La.: Commanding a submarine in Japanese-controlled waters, he daringly and with expert tactical ability maneuvered his ship into advantageous striking positions and repeatedly attacked, sinking and damaging an important amount of hostile shipping.

★ Comdr. William C. Thompson Jr, USN, Dublin, Ga.: As commanding officer of a vessel he accomplished the sinking of many tons of enemy shipping. In two well-conducted attacks he completely destroyed a convoy which was screened by an escort, including patrol craft and a plane patrol.

★ Lt. Comdr. (then Lieut.) Whitney Wright, USN, Waterville, Me.: As plane commander of a heavy bomber in combat against Japanese forces in the South Pacific area from 26 Aug. to 3 Nov. 1943 he pressed home attacks in the face of intense antiaircraft fire, destroying or seriously damaging one gunboat, one loaded troop transport and one cargo vessel. On 8 September he was attacked by seven planes while maneuvering to complete the destruction of an enemy bomber. After a 20-minute battle he eluded the fighters and returned to his base with his plane undamaged.

★ Lieut. Julian P. Muller, USNR, New York, N. Y.: When the USS *Savannah*, on which he was serving as turret officer during the invasion of Italy, received a direct hit from an enemy aerial bomb which pierced the top of the turret, exploded deep within the ship and filled the forward turrets with smoke and toxic gases, he coolly and courageously directed abandoning of the area. Discovering that two of his crew were not accounted for, he reentered the turret and searched until he found the missing men. After getting them to safety, he went into an adjacent turret which was badly damaged and skillfully assisted in the rescue of personnel trapped inside.

★ Lt. (jg) John Burns, USNR, Wynnewood, Pa.: Pilot of an observation scout seaplane, he flew boldly to an area within close range of hostile shore batteries to rescue 10 naval aviators downed in enemy-controlled waters off Truk Island 1 May 1944, landing his craft twice under extremely perilous conditions, taxiing extensively to pick up the airmen and finally effecting a skillful take-off with his heavily loaded plane.

★ Kenneth W. Smith, RMlc, USNR, Spokane, Wash.: When a direct hit

NAVY CROSS AWARDS

Marc A. Mitscher
Vice Admiral, USN

Bernard L. Austin
Commodore, USN

Vilhelm K. Busck
Capt., USN

William V. O'Regan
Capt., USN

Andrew G. Shepard
Capt., USN

Samuel D. Dealey
Comdr., USN

Walter T. Griffith
Comdr., USN

Louis D. McGregor, Jr.
Comdr., USN

John A. Moore
Comdr., USN

Wm. C. Thompson, Jr.
Comdr., USN

Whitney Wright
Lt. Comdr., USN

Julian P. Muller
Lieut., USNR

John Burns
Lt. (jg), USNR

Kenneth W. Smith
RMlc, USNR

Herman J. Teeter
Slc, USNR

Photograph not available of Capt. DeWitt C. E. Hamberger, USN. Reports of citations of Capt. O'Regan and Seaman Teeter appeared in February issue, p. 57.

demolished the radio room of the LCI on which he was serving during initial landing operations against Lae on 4 Sept. 1943, Smith, although severely wounded, proceeded to the bridge and replaced the injured helmsman at the wheel. After steering the ship to a beach, he returned to the damaged radio room and labored valiantly to restore equipment to service until he lost consciousness.

Gold Star in Lieu of Third
DISTINGUISHED SERVICE MEDAL

★ Admiral (then Vice Admiral) Raymond A. Spruance, USN, Indianapolis, Ind.: As chief of staff and later as deputy commander in chief, Pacific Fleet, while serving on the staff of CincPac from 18 June 1942 to 5 Aug. 1943, he exercised sound judgment, keen foresight and expert administrative ability in carrying out his many and varied duties and, by his effort and comprehension of the tasks assigned him, contributed materially to the increasing tempo of the war against Japan.

Admiral Spruance

Gold Star in Lieu of Second
DISTINGUISHED SERVICE MEDAL

★ Admiral (then Vice Admiral) Jonas H. Ingram, USN, Jeffersonville, Ind.: As Commander Fourth Fleet and South Atlantic Forces from January to November, 1944, frequently faced with inadequate facilities, limited supplies and personnel and long exposed supply lines, Admiral Ingram skillfully utilized the resources and facilities available in the direction of the war against enemy surface forces in the South Atlantic. He displayed high qualities of understanding and tact in handling complicated situations, rendering distinguished service toward successful prosecution of the war in this vital theater.

★ Vice Admiral John H. Hoover, USN, Great Falls, Mont.: As ComAir, CenPacFor, he organized the area for most effective support of future fleet operations and led his land-based strike group deep into hostile territory in daring offensives which materially softened objectives for amphibious attack forces advancing under cover of his search and reconnaissance planes. Administering the forward area with foresighted aggressiveness, he held tenaciously to the undeviating objective of extending U. S. control westward.

Admiral Hoover

★ Vice Admiral Theodore S. Wilkinson, USN, Arlington, Va.: Commander of 3rd Amphibious Force, 3rd Fleet, from 1 Aug. to 2 Oct. 1944, Vice Admiral Wilkinson, masterful in his planning and bold in combat tactics, conducted an overseas amphibious operation which culminated in capture of Peleliu, Angaur and Ulithi, thereby driving the Japs 500 miles back in the Western Pacific and blocking the only enemy outlet for supplies and support to his remaining bases in the Central Pacific.

★ Rear Admiral Jesse B. Oldendorf, USN, Newport, R. I.: While commander of all fire support groups during action against Saipan and Tinian Islands, 14 June to 1 Aug. 1944, he organized the firepower of all battleships, cruisers and destroyers. Disposing his ships for maximum striking power, he led the armada into the dangerous waters of the assault area where his guns bombarded the enemy's strong coastal defenses. He controlled the terrific fire of his vessels, effectively delivering all call fire, harassing and counter-battery fire as required by our troops ashore during and after the landings.

★ Rear Admiral Lawrence F. Reifsnider, USN, Annapolis, Md.: While serving as deputy and administrative commander of a task force during the occupation of an important Japanese-held island during July and August 1944 he was skillful and tireless in the performance of duty. He effected the loading and mounting of a large force involving the movement of a Marine division, brigade and corps troops and equipment.

DISTINGUISHED SERVICE MEDAL

★ Vice Admiral Patrick N. L. Bellinger, USN, Earlehurst, Va.: As Commander Air Force, Atlantic Fleet, from March 1943 to November 1944, he exercised keen foresight and sound judgment in organizing the air force of the Atlantic Fleet and in directing its expansion, development and operations, contributing to the protection of Allied shipping in the Atlantic. As a result of his forceful leadership and expert methods, new carriers and carrier aircraft units were trained to an efficient state of combat readiness.

★ Rear Admiral Donald B. Beary, USN, San Marino, Calif.: As Commander, Fleet Operational Training Command, Atlantic Fleet, from March 1943 to November 1944, he organized and developed his vital command, skillfully formulating comprehensive plans to meet the tremendous task of the initial training and capably effected speedy solution of the problems involved. Through his leadership and direction he was responsible for the high state of battle efficiency and readiness for action maintained by the vessels trained under his command and contributed in large measure to the successful prosecution of the war in all theaters.

★ Rear Admiral Ralph W. Christie, USN, New London, Conn.: As Commander Naval Forces, Western Australia; Commander Submarines, 7th Fleet, and commander of a task force from 1 March 1943 to 23 Nov. 1944, he has consistently imbued in the officers and men under his command a high degree of initiative and self-reliance as evidenced by their success in executing numerous reconnaissance, evacuation, shore-bombardment and air-sea rescue missions in addition to their notable record in the primary duty of sinking vital Japanese shipping.

★ Rear Admiral Walter K. Kilpatrick, USN, Hillsborough, Calif.: As chief of staff and aide to CincLant, from May 1943 to Nov. 1944, throughout this important period of development of anti-submarine warfare, he exercised sound judgment and superior tactical knowledge in his efficient employment of vital equipment and effective procedures. Through his broad vision and tireless effort, he was responsible for establishment of new practices for the conduct of joint air and surface activities of carrier groups.

Admiral Kilpatrick

★ Capt. Pat Buchanan, USN, Bonham, Tex.: Engaged over a period of years in development and training of transports for amphibious employment, he worked zealously, devising new and valuable techniques for landing troops, supplies and equipment on hostile shores. As commander of the transport groups in the successive amphibious operations against Roi-Namur, Hollandia and Guam, he brought the troops and ships of his command to a high state of combat efficiency and his decisive handling of the ship to shore operations in these vital campaigns was an essential factor in the seizure of each objective.

Wins British Decoration For Normandy Rescue

The British Distinguished Service Cross has been awarded Lt. (jg) George C. Clark Jr., USCGR, Bronxville, N.Y., who steered his ship through the flaming oil surrounding a sinking British vessel on D day of the Normandy invasion to rescue survivors. He commanded an 83-foot Coast Guard rescue cutter, one of the fleet which saved more than 1,100 Allied soldiers and sailors from the English channel during the invasion.

Lt. Clark

Gold Star in Lieu of Third
LEGION OF MERIT

★ Capt. Ruthven E. Libby, USN, Spokane, Wash.: As commander of a DD squadron in the Pacific area from 2 Jan. to 14 June 1944 he created and organized destroyer bombardment tactics, close-in fire support and screening operations. He directed his command successfully in numerous vital and hazardous missions.

★ Capt. Leo B. Schulten, USN, Helena, Mont.: As commander of a beach assault group during the invasion of southern France he skillfully brought his units through prescribed routes to the assault area. By brilliant seamanship and advance planning, he expeditiously landed troops, equipment and supplies despite enemy resistance.

Gold Star in Lieu of Second
LEGION OF MERIT

★ Rear Admiral Richard L. Conolly, USN, Waukegan, Ill.: Commander of a major task group and later commander of a task force during the amphibious assault on Italy, he volunteered to serve under an Allied commander, who was his junior, and tactfully and with expert professional skill supervised and coordinated the formulation of the highly complex plans for the attack group assigned to his command.

★ Rear Admiral Willard A. Kitts III, USN, Oswego, N. Y.: As Pacific Fleet gunnery officer on the staff of CincPac from 1 Feb. 1941 to 18 Sept. 1942, he maintained the Pacific Fleet at a high degree of readiness in gunnery and other training, thereby contributing to its able performance in battle. He consistently prosecuted increase in antiaircraft armament and thus aided in bringing our ships to their present status of superior antiaircraft armament.

Admiral Kitts

★ Capt. Charles Allen, USN, Annapolis, Md.: As commanding officer of the USS *James O'Hara* during the invasion of Sicily his skill and judgment enabled troops, vehicles and equipment to land successfully on heavily defended beaches. Throughout a critical period of bombing attacks he accomplished his mission and withdrew without serious casualty to his command.

★ Capt. Leo A. Bachman, USN, Berkeley, Calif.: As an officer on the staff of an amphibious force commander during the landings in French Morocco, he labored tirelessly to produce accurate and vital knowledge of enemy forces, defenses and physical details of the hostile shore.

★ Capt. (then Comdr.) Harold Biesemeier, USN, Modesto, Calif.: Capt. (then Comdr.) William A. Fly, USN, Summit, Miss.; Capt. (then Comdr.) Beverly A. Hartt, USN, Portsmouth, Va.; Capt. Ion Pursell, USN, Whitesville, Ky., Capt. Philip P. Welch, USN, Annapolis, Md.: As commanding officers of vessels taking part in the invasion of Italy, they used superb skill and sound judgment in the landing of troops, vehicles and equipment on heavily defended beaches. Throughout a critical period of bombing attacks they accomplished their mission and withdrew without serious casualty to their commands.

★ Capt. Harold Robert Brookman, USNR, Oakland, Calif.: As material officer on the staff of the amphibious force commander during the landings in French Morocco when development of new equipment and methods presented many difficult problems, he skillfully directed numerous activities in connection with the preparation of ships and landing craft.

★ Capt. Benton W. Decker, USN, San Diego, Calif.: As chief of staff of an amphibious task force during the invasions of Peleliu and Angaur he was an efficient and inspiring leader. He succeeded in organizing the staff within an extremely limited period of time.

Capt. Decker

★ Capt. Robert A. J. English, USN, San Diego, Calif.: As assistant operations officer on the staff of an amphibious force commander during the landings in French Morocco, he skillfully formulated plans which enabled a large seaborne assault force to be assembled and transported safely to the hostile shore. He contributed materially to the success of our invasion.

★ Capt. Donald S. Evans, USN, Oconomowoc, Wis.: As communications officer on the staff of an amphibious force commander during the invasion of French Morocco, he established, planned and directed the complex communication organization necessary for exercising command over a large amphibious force, although frequently encountering new technical problems and numerous difficulties in the shortage of suitable equipment and trained personnel.

★ Capt. (then Comdr.) Miles Hopkins Imlay, USCG, New London, Conn.: As commander of the LST convoy of a major task force during the Italian invasion, he was charged with the difficult assignment of bringing the vessels through the hazardous course between Bizerte and Salerno and he successfully reached the designated assault beaches at the assigned time despite extremely adverse weather and fierce aerial opposition.

★ Capt. Edward A. Mitchell, USN, Washington, D. C.: As operations officer on the staff of an amphibious force commander charged with the difficult assignment of formulating and executing plans throughout the train-

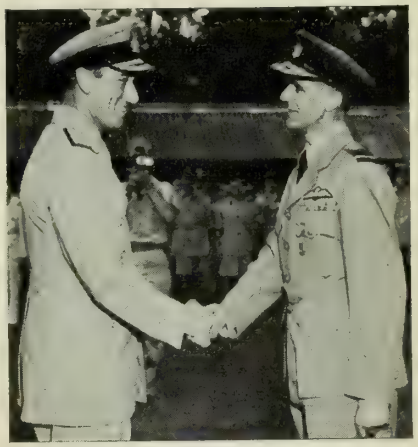
U.S. Navy Decorates Three New Zealanders

Three officers of the Royal New Zealand Air Force have been decorated recently by the U. S. Navy. Air Vice Marshal Robert V. Goddard received the Distinguished Service Medal, Flight Lieut. Robert H. Balfour the Distinguished Flying Cross and Flying Officer Barnabas W. Williams the Air Medal.

As chief of air staff and officer commanding the Royal New Zealand Air Force in the South Pacific area from December 1941 to July 1943, Air Vice Marshal Goddard made his command a united combat force in the effective defense of New Zealand early in the war. Later, his command was a powerful offensive weapon, integrated into the U. S. Pacific command during the crucial phases of the Guadalcanal campaign.

Courageous and daring in combat flight, Flight Lieutenant Balfour was a pilot and flight commander of Fighter Squadron 18 in the Solomon Islands area from 17 Oct. to 27 Nov. 1943 and from 25 Jan. to 10 Feb. 1944. During powerful strikes over Bougainville he shot down three Jap planes and assisted in the destruction of another, bringing his flight through intact.

With odds 10 to 1 against him, Flying Officer Williams, also a member of Fighter Squadron 18, engaged the enemy during a four-plane flight on 22 Nov. 1943, destroying one plane and assisting in scattering the remainder. Throughout a period of intense aerial activity in the Solomons area, 17 Oct. 1943 to 10 Feb. 1944, he contributed essentially to the success of his squadron in numerous vital missions.


CONGRATULATIONS are offered by Admiral Lord Louis Mountbatten, RN, Supreme Commander, Allied Eastern Forces, to Air Vice Marshal Robert V. Goddard, Royal New Zealand Air Force, who had just been decorated with the U. S. Navy's Distinguished Service Medal.

ing period preceding landing operations in French Morocco, he contributed immeasurably to the success of our landing assault.

★ Capt. Francis P. Old, USN, Washington, D.C.: While serving on the staff of the commander of the amphibious forces in the Anzio-Nettuno landing he rendered invaluable assistance in the development of organizational and tactical plans. During repeated aerial attacks large forces were landed with negligible losses.

★ Capt. Armand J. Robertson, USN, Washington, D. C.: As commander of the tractor and control groups during the invasion of Peleliu he moved his group of ships a distance of 2,000 miles, arriving at the designated time with all vessels. He directed the ensuing rocket bombardment, the landings of the waves and unloading of the tractor units.

Capt. Robertson

★ Capt. Francis T. Spellman, USN, Jamaica Plain, Mass.: As commanding officer of a cruiser during combat operations against the enemy, he participated in several bombardments and also served as commander of a task unit on independent duty.

Capt. Spellman

LEGION OF MERIT

★ Vice Admiral Marc A. Mitscher, USN, Oklahoma City, Okla.: In the planning and execution of a series of successful offensive operations in Western Pacific areas while in command of a task force of the U. S. Pacific Fleet, he consistently demonstrated the highest qualities of leadership, courage and professional skill.

★ Vice Admiral (then Rear Admiral) William R. Munroe, USN, Waco, Tex.: As Commandant 3d Naval District from 25 March to 1 Nov. 1944, he displayed the highest qualities of initiative, sound judgment and administrative ability in exercising command over major industrial, training and other naval activities which contributed materially to successful operations of the fleet.

★ Rear Admiral (then Capt.) John H. Cassady, USN, Spencer, Ind.: Commanding officer of the USS *Saratoga* during action against the Japs in the Buka-Bonis Area, Bougainville, 1-2 Nov. 1943 and at Rabaul 5 and 11 Nov. 1943, he imbued his officers and men with a spirit of determined offensive action which enabled them to carry out vigorous strikes resulting in neutralization of important air bases in the Buka-Bonis Area, severe damage to many hostile combatant ships in Rabaul Harbor and destruction of numerous aircraft.

★ Rear Admiral Albert T. Church, USN, (Ret.), Seattle, Wash.: As director of the U. S. Naval Engineering Experiment Station from 19 Oct. 1939 to 10 Sept. 1944, he directed research, development and testing activities during a critical period and contributed distinctively to the expeditious expansion and the successful operation and maintenance of the Navy.

★ Rear Admiral Calvin H. Cobb, USN, Annapolis, Md.: While serving as Commander, Service Squadron, South Pacific, from 20 Nov. 1942 to 5 Feb. 1944 he was a brilliant and capable leader, untiring in his devotion to duty throughout an arduous period of operation. By skillful planning he made possible the prompt repair of fleet damage and the servicing of advance bases.

★ Rear Admiral Arthur C. Davis USN, San Francisco., Calif.: As fleet aviation officer on the staff of CincPac from 7 Dec. 1941 to 1 June 1942, he solved many perplexing problems and materially assisted in making the aircraft carrier raids in the Central Pacific possible.

Admiral Davis

★ Rear Admiral (then Capt.) George R. Henderson, USN, Pawtucket, R. I.: Commanding officer of the USS *Princeton* in the Buka-Bonis Area, Bougainville, 1-2 Nov. 1943 and at Rabaul 5 and 11 Nov. 1943, he imbued his officers and men with a spirit of determined offensive action which enabled them to carry out vigorous strikes resulting in neutralization of important air bases in the Buka-Bonis Area, severe damage to many hostile combatant ships in Rabaul Harbor and destruction of numerous aircraft.

★ Rear Admiral Oliver M. Read, USN, Yemassee, S. C.: As commander of a task group operating in the South Atlantic area, he pursued bold and persistent tactics and groups under his command intercepted and engaged the enemy relentlessly, sinking German blockade runners during prolonged and determined patrols. He contributed essentially to the success of our campaign against German raiders.

★ Commodore Homer W. Graf, USN, Des Moines, Ia.: As chief of staff and aide to the Commander, 7th Fleet, from 26 Nov. 1943 to 26 Sept. 1944, he displayed marked initiative and imagination in his accomplishment of the many tasks assigned him during a period of rapid expansion.

★ Capt. Allan W. Ashbrook, USN, Los Angeles: As CO of the Naval Mine Warfare School, Yorktown, Va., from 31 Dec. 1940 to 25 Nov. 1944, he developed an effective curriculum and training organization. Under his direction the school has provided a nucleus of mine warfare officers and men who have supervised the assembly and laying of mines and have commanded the ships and squadrons which have cleared the way for every invasion.

★ Capt. Edwin C. Bain, USN, San Diego, Calif.: As CO of a warship, and OinC of the U. S. Navy Recuperation and Rest Center, Brisbane area, he was primarily responsible for the establishment of recuperation and recreational facilities in Brisbane for personnel returning from advanced areas.

★ Capt. (then Comdr.) William L. Benson, USN, Washington, D. C.: As division commander of Destroyer Division 34 in operation in the Bay of Seine, 6 June to 4 July 1944, the performance by his vessels was consistently effective. He protected ships in the Western Naval Task Force area from attack by surface forces, submarines and aircraft.

★ Col. Julian P. Brown, USMC, Newport, R. I.: While on the staff of Commander, South Pacific Area and Force, from 18 Oct. 1942 to 10 Sept. 1943, he made frequent trips to forward areas to obtain first-hand information. His expert handling of data increased the effectiveness of his alert, smoothly functioning organization.

★ Capt. William H. Buracker, USN, Winchester, Mass.: As commanding officer of the USS *Princeton*, he directed the activities of his ship with consistent skill and superior tactical knowledge throughout numerous vital operations against the Japs in the Western Pacific and contributed materially to successful prosecution of the war in this highly strategic area.

Capt. Buracker

★ Capt. William P. O. Clarke, USN, Annapolis, Md.: As commander landing craft group of the Amphibious Force, U. S. Atlantic Fleet prior to major amphibious operations, he was charged with assignment of officers and men for all new types of landing

Rear Admiral Thebaud Gets 4th Legion of Merit

A gold star in lieu of a fourth Legion of Merit has been presented to Rear Admiral Leo H Thebaud, USN, Washington, D. C. As commander of a cruiser division and a support unit of a fast carrier task force he performed outstanding service during the occupation of the Marianas, in strikes against the Bonins and in the Battle of the Philippine Sea. His cruisers were always handled in a smart and efficient manner and contributed greatly to the efficiency of the entire task force. Cruiser planes under his command contributed invaluable service in rescuing downed carrier pilots and aircrewmen.

craft and was instrumental in bringing the various ships and craft into a high state of combat efficiency, enabling them to participate effectively in all subsequent landing operations in the Atlantic, Pacific and Mediterranean theaters of war.

★ Capt. Melville E. Eaton, USN, Pensacola, Fla.: As commanding officer of a transport during the landing at Empress Augusta Bay he maneuvered his ship through hazardous waters and unknown shoals toward the assigned unloading anchorage. Although his vessel was seriously damaged by divebombers, his gallant command repelled the planes, effected emergency repairs and completed unloading in record time.

★ Capt. Roscoe F. Good, USN, Fostoria, Ohio: As assistant operations officer on CincPac's staff, he distinguished himself by exceptionally meritorious conduct.

Capt. Good

★ Capt. (then Comdr.) Paul B. Koonce, USN, Lonoke, Ark., and Capt. (then Comdr.) John Sylvester, USN, Wellston, Ohio: As executive officers of the USS *Montpelier* and the USS *Columbia,* respectively, during action against Japanese forces in the Solomon Islands area from 30 Oct. to 2 Nov. 1943, they rendered invaluable assistance to their COs in the initial bombardment of Buka-Bonis and the first daylight attack on the Shortland area. In addition to sinking or damaging eight of the enemy's ships, the force of which their ships were a unit fought off a deadly attack by 67 hostile bombers, shooting down 17.

★ Capt. Horace C. Laird, USN, Norfolk, Virginia: As commanding officer of the Naval Landing Force Equipment Depot, Norfolk, Va., prior to and during landing operations in French Morocco, he labored tirelessly in organizing, equipping and operating effective repair facilities for the overhaul, maintenance and refitting of shipborne landing craft.

Navy Honors Australian For Service in SoPac

Capt. William A. D. Forman, Australian Imperial Forces, has been awarded the Legion of Merit (Degree of Officer) by the U. S. Navy for meritorious conduct while attached to Commander, 3d Amphibious Force, in the South Pacific area. Thoroughly familiar with the localities, hydrographic conditions and social customs of the regions, he assisted in the sound planning and execution of operations. Undeterred by the great personal risk involved, he voluntarily participated in a PT-boat raid on Rabaul harbor and a hazardous reconnaissance of Emirau Island.

★ Capt. (then Comdr.) Marion N. Little, USN, Staunton, Va.; Capt. Ernest H. Von Heimburg, USN, Annapolis, Md.; Comdr. George D. Dickey, USN, Vallejo, Calif., and Lieut. Harold J. Stokes Jr., USNR, Short Hills, N. J.: Their extraordinary ability, expert professional knowledge and unwavering devotion to duty as officers on the staff of Commander 8th Amphibious Force contributed materially to the success of the invasion of Italy.

★ Capt. (then Comdr.) Philip D. Lohmann, USN, Annapolis, Md.: As executive officer of the USS *Savannah* during the invasions of Sicily and Italy he organized and trained his men to a high state of battle efficiency. His inspiring leadership created in them full confidence in his great courage and distinguished ability.

★ Capt. (then Lt. Comdr.) Harold B. Miller, USN, Newton, Ia.: As aide and flag secretary to Commander, Task Force, Atlantic Fleet, from 3 Mar. 1941 to 22 Feb. 1942, he achieved distinctive success in developing close cooperation between units of the United Nations engaged in escort and anti-submarine operations in the North Atlantic.

Capt. Miller

★ Capt. Francis P. Old, USN, Washington, D. C.: While serving on the staff of the commander of a naval task force prior to and during the invasion of Italy, he coordinated plans of the force composed of varied allied units and assisted in the actual assault and in the critical phase of the operations incident to the maintenance of the invasion forces and their advance inland from the Gulf of Salerno.

★ Capt. Roger W. Paine, USN, Washington, D. C.: As manager of the Industrial Department, Navy Yard, Pearl Harbor, from 20 May 1942 to 19 Oct. 1944, he distinguished himself with especially meritorious service.

★ Capt. Harold E. Parker, USN, Flint, Mich.: As commander of a beach assault group during the invasion of southern France he brought his assault units safely to the assault area. His efficient control of unloading activities contributed materially to the success of the invasion.

★ Capt. Bernard S. Pupek, (MC) USN, Arlington, N. J.: As medical officer on the staff of Commander Amphibious Force, Atlantic Fleet, and later on the staff of a major task force commander during the landings in French Morocco and charged with preparing casualty evacuation plans in coordination with Army medical authorities, he provided loaded transports, shipborne landing craft and beach parties with adequate medical facilities and personnel to care for the wounded.

★ Capt. Armand J. Robertson, USN, Long Beach, Calif.: As CO of the initial tractor group during the assault and occupation of Roi, and of the LST flotilla during the assault and capture of Saipan, he organized assault preparations and launched his tractors during the Roi operation and maneuvered his flotilla, forming them up for the initial assault on Saipan. By his professional ability he contributed essentially to the conquest of the vital Jap strongholds.

★ Capt. Valentine H. Schaeffer, USN, Dayton, Ohio: As CO of a carrier during the occupation of the Marianas and strikes against the Bonins and the Battle of the Philippine Sea, he directed his ship and air group against the enemy, accounting for over 50 enemy planes shot down and several small ships sunk and damaged.

★ Col. Frank H. Schwable, USMC, San Diego, Calif.: As CO of Marine Night Fighter Squadron 531 operating in the Solomons area from 11 Sept. 1943 to 18 Feb. 1944, he was largely responsible for his squadron destroying seven enemy aircraft and preventing innumerable Jap planes from reaching bomb release lines. He contributed materially to the establishment of the first Marine night fighter squadron as a major element in the successful prosecution of the war.

★ Capt. (then Comdr.) James M. Smith, USN, Pittsburgh, Pa.: As commander of an LCI(L) flotilla during the occupation of the Treasury Islands and in evacuation operations on Choiseul Island he showed courageous leadership and gallant devotion to duty. Beaching his ship on Japanese-held Choiseul Island during the black of night, he skillfully evacuated troops of a Marine battalion in 12 minutes without casualty to embarking troops or damage to his ships.

★ Capt. Elmer D. Snare, USN, Alexandria, Va.: As maintenance officer of the staff of a naval task group commander during the invasions of Sicily and Italy he executed his duties with resourcefulness and a broad understanding of management. He directed the complex facilities for maintenance and repair of landing craft, minesweepers and escort ships with foresight and meticulous attention to detail.

★ Capt. Herbert W. Taylor, Jr., USN, Pensacola, Fla.: As commanding officer of an aircraft carrier attached to an air covering force, he directed the activities of his vessel efficiently and with superb tactical skill, consistently effecting the expeditious launching and recovery of aircraft to meet all enemy aerial strikes despite constant threat of surface and submarine attack.

★ Capt. Richard B. Tuggle, USN, Barbourville, Ky.: Asuming the duties of chief of staff to a naval task force commander during the invasion of Italy when his predecessor was wounded in action, he directed the clearing of assault beaches, accelerated unloading operation and afforded our attacking troops all possible support. He expertly supervised the complex activities of movement of landing craft to other theaters of war.

★ Capt. Burris D. Wood, USNR, Dallas, Tex.: As ship salvage officer in the Alaskan-Aleutian area from 1 June to December 1943, he supervised

the salvaging of numerous small craft and material, returning two large cargo vessels to active service.

★ Capt. (then Comdr.) Ralph W. D. Woods, USN, Cambridge, Mass.: As aviation officer on the staff of an amphibious force commander prior to and during landing operations in French Morocco, he labored tirelessly in formulating vital plans and orders in preparation for the large-scale assault and contributed immeasurably to the success of our landings.

Capt. Woods

★ Comdr. Charles B. Brooks, Jr., USN, Memphis, Tenn.: As communications officer on the staff of a task force commander during air strikes against Buka-Bonis area, Bougainville, 1-2 Nov. 1943 and at Rabaul 5 and 11 Nov. 1943, he contributed materially to the reduction of enemy important air bases, the severe damaging of many hostile combat ships and the destruction of numerous enemy aircraft.

★ Comdr. John B. Dimmick, USN, East Tawas, Mich.: As gunnery officer on the staff of Commander Destroyers, Atlantic Fleet, from 20 May to 18 Dec. 1943, he exercised superior technical knowledge and brilliant ingenuity. He worked tirelessly to augment the battle readiness and effective operation of the 5-inch gun batteries in destroyers.

★ Comdr. Robert Ellington Dixon, USN, Richland, Ga.: As operations officer on the staff of a task force commander during air strikes against the Buka-Bonis area, Bougainville, 1-2 Nov. and at Rabaul 5 and 11 Nov. 1943, his planning and knowledge of air and task force operations contributed materially to destruction of important enemy air bases, severe damage to many hostile combat ships and demolishiing of numerous enemy aircraft.

★ Comdr. (then Lt. Comdr.) Roger C. Hyatt, USNR, Wadsworth, Ill.: While serving on the staff of Commander Moroccan Sea Frontier forces subsequent to the occupation of French Morocco on 8 Nov. 1942, he assisted in the orderly administration of forces assigned to the sea frontier. Through his excellent service and untiring devotion to duty these forces effectively carried out offensive operations and other vital tasks.

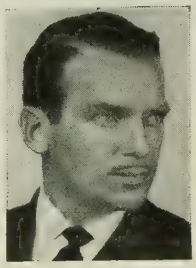
★ Comdr. (then Lt. Comdr.) David D. Scott, USN, As gunnery officer of the USS *Savannah* during the invasion of Sicily he assisted in the planning for gunfire support and in training Army shore fire-control parties. He created an essential understanding between the Army and Navy regarding gunfire support and directed many successful bombardments.

★ Comdr. Walter W. Strohbehn, USN, Davenport, Iowa: As commanding officer of the USS *Wainwright* during an attack on an enemy submarine off the Algerian coast he quickly launched a depth-charge attack which forced the vessel to the surface. He then directed gunfire at the craft, forcing the crew to scuttle and abandon the ship and capturing many of its company.

★ Comdr. (then Lt. Comdr.) Henry B. Taliaferro, USNR, (Ret.), Norfolk, Va.: As commander of a landing craft group prior to and during the Italian invasion, he developed a high degree of efficiency in the group under his command and skillfully discharged his troops despite concentrated enemy opposition with minimum damage to the assault craft and injury to personnel.

★ Comdr. Ernest S. Von Kleeck Jr., USN, Landsdowne, Pa.: As executive officer of the USS *Cleveland* during action in the Solomon Islands area from 30 Oct. to 2 Nov. 1943 he rendered invaluable assistance to his commanding officer in the initial bombardment of the Buka-Bonis area and the first daylight attack on the Shortland area. In addition to sinking or damaging eight of the enemy's warships, the force of which his ship was a unit fought off a deadly attack by 67 hostile bombers, shooting down 17.

★ Lt. Comdr. Douglas E. Fairbanks Jr., USNR, Hot Springs, Va.: As special operations planning officer on the staff of a major naval task force commander and as commander of a naval task force unit during the invasion of southern France, he worked tirelessly in the development and coordination of plans for the execution of special operations. As a task unit commander he courageously led ships of his unit into action and, aggressively directing the combat operations with expert seamanship against heavy odds, greatly aided in the ultimate sinking of two vessels.



Lt. Comdr. Fairbanks

★ Lt. Comdr. Duncan F. Francis, USNR, Carmel, Calif.: As commanding officer of a DE, he skillfully and tenaciously conducted a search for a Jap warship, made and maintained contact and destroyed it by a series of well-directed attacks.

★ Lt. Comdr. David M. Kellogg, USNR, Seattle, Wash.: As commanding officer of a destroyer escort in action against an enemy submarine which had been forced to the surface by a previous underwater attack, he immediately closed the range at maximum speed and rammed the enemy. He inflicted lethal damage on the U-boat and insured its immediate sinking.

★ Lt. Comdr. Harvey R. Nylund, USN, Lynbrook, N. Y.: While serving aboard the USS *Savannah* during the invasion of Italy when that vessel was set afire by an enemy bomb he assumed charge of the engineering plant and directed the transfer to auxiliary machinery and restoration of light and power.

★ Lt. Comdr. Frank O'Neil, USN, San Gabriel, Calif.: As commander of an LST division and commanding officer of *LST 7*, he worked tirelessly in preparing and training his division for the Normandy invasion. During the invasion he directed his ship in 16 hazardous cross-channel trips under extremely adverse weather conditions and severe enemy shellfire and aerial bombardment.

★ Lieut. John E. Annitto, (MC) USNR, Jersey City, N. J.: As medical officer attached to an attack group during the Italian invasion, he observed a nearby craft severely damaged by a direct hit, immediately ordered his boat alongside and, although the ship was still under heavy shellfire, went aboard and rendered first

Navy Honors 15 Britons for Services in Invasion

Fourteen British naval officers have been awarded the Legion of Merit and one the Bronze Star Medal by the U. S. Navy for performing outstanding services during the invasion of Normandy.

Among the eight awarded the Legion of Merit (Degree of Officer) were the commander of a minesweeper group, Comdr. John F. Cochrane, RN, and two flotilla commanders of the group, Lieut. Roy D. Bennett, RNVR, and Lieut. John A. Booth, RNR. They worked tirelessly against the triple hazard of a cross current, intense darkness and adverse weather conditions to sweep and mark the requisite channels.

Others were Comdr. Ronald Hunter-Blair, RN (Ret), who worked zealously during the construction of an artificial harbor on 7 June; Lt. Comdr. Colin P. M. Armstrong, RN, and Lt. Comdr. Arthur D. S. Dunn, RN (Ret), who brought landing craft to the shore and successfully landed troops and supplies; Lt. Comdr. Norman R. Murch, RN, who drove off a hostile attack on a convoy and then rescued survivors of the sinking *LST 314* and *376*, and Lt. Comdr. William M. Passmore, RN, who made an expeditious survey of two areas during the installation of facilities on Normandy.

Those awarded the Legion of Merit (Degree of Legionnaire) were Lt. Comdr. Francis D. Russell-Roberts, RNVR; Lieut. Richard M. Hall, RNVR; Lieut. Peter N. Hood, RNVR; Lieut. Roger King, D.S.C., RN; Lieut. Charles E. C. Martin, D.S.C., RNVR, and Lieut. James S. Southcott, D.S.C., RNVR. All commanded vessels operating in the advance patrol group of the Western Naval Task Force Area screen in the Bay of Seine from 6 June to 14 July. With forceful and unwavering determination they pressed home numerous effective strikes against German E boats.

Lt. Comdr. Francis P. Baker, D.S.C., RN was awarded the Bronze Star Medal for participating with this group.

aid. He undoubtedly saved many lives.

★ Lieut. Wilbur S. Davidson, USNR, Port Huron, Mich.: As signal officer, flag lieutenant and aide to a task force commander prior to and during the Sicilian and Italian invasions, he assisted in establishment and coordination of a visual communication system which was successfully employed during the two major amphibious operations. He also carried out many details of administration and liaison of a large and complex organization.

★ Lieut. Fenton G. Jordan, Jr., USNR, Norfolk, Va.: While serving on the staff of a major naval task force during the invasion of southern France he was assigned the highly important task of photographic interpretation and contributed materially to the establishment of the Allied Armies on shore with minimum losses.

Lieut. Jordan

★ Lieut. Arthur J. Tuggle, USN, Boston, Mass.: As electrical officer of the USS *Savannah* during the invasion of Italy when an aerial bomb pierced a turret he led a damage control party through total darkness and intense heat. Despite the danger of magazine explosions he supervised repairs in compartments filled with smoke and toxic gases.

Gold Star in Lieu of Second
SILVER STAR MEDAL

★ Comdr. Ralph L. Ramey, USN, Stanford, Ky.: As commanding officer of the USS *McCook* in action against coastal defense and troop concentrations on the coast of France on 6, 7, 8 June 1944 he enabled his batteries to deliver close fire support and silenced guns holding up the advance of our troops on the landing beaches.

SILVER STAR MEDAL

★ Capt. Charles A. Baker, USN, Washington, D. C.: As commanding officer of the USS *Texas* during the assault on Normandy and bombardment of Cherbourg he displayed outstanding ability, initiative, mature judgment and inspiring leadership. He skillfully handled his ship under the most adverse conditions, taking advantage of every opportunity to accomplish his assigned mission.

★ Capt. (then Comdr.) Robert W. Cavenagh, USN, New Philadelphia, Ohio; Capt. (then Comdr.) Roy A. Gano, USN, Pipestone, Minn.; Capt. (then Comdr.) Luther K. Reynolds, USN, Water Valley, Miss., and Capt. (then Comdr.) Herald F. Stout, USN, Dover, Ohio: As COs of destroyers during action against Japanese forces in the Solomon Islands area from 31 Oct. to 2 Nov. 1943, they fought their ships with superb skill in the initial bombardment of Buka-Bonis and the first daylight shelling of the Shortland area. In a subsequent engagement with an enemy force of superior firepower, their destroyers aided in sinking five enemy ships and damaging four.

★ Capt. Thomas B. Inglis, USN, Houghton Lake, Mich.: As commanding officer of the USS *Birmingham* assigned to a task unit covering the withdrawal of warships from Japanese waters he fought his ship gallantly against hostile planes. He contributed to the destruction of aircraft and successful withdrawal of valuable combatant vessels to safety.

Capt. Inglis

★ Capt. Andrew G. Shepard, USN, Rochester, N. Y.: As commanding officer, he handled his ship aggressively and fearlessly in enemy action between 14 June and 9 Aug. 1944, including action against enemy aircraft on 19 June 1944. He caused his ship to deliver prolonged and effective gunfire.

★ Comdr. (then Lt. Comdr.) Thomas H. Du Bois, USN, Washington, D. C.: While serving aboard the USS *Savannah* during the invasion of Italy he assumed full charge of damage control when an enemy bomb pierced a turret and exploded within the ship. He worked tirelessly in the face of smoke, heat, toxic gases and possible explosions to correct the list which had developed and maintained the stability of the ship.

★ Comdr. Brooks J. Harral, USN, Canandaigua, N. Y.: As CO of a submarine during patrol in enemy waters, he expertly maneuvered his vessel in directing fire which destroyed two Japanese ships.

★ Comdr. Leland R. Lampman, USN, Huntington, Ind.: As commanding officer of a destroyer during action in the Solomon Islands area from 31 Oct. to 2 Nov. 1943 he fought his ship with superb skill. In a subsequent engagement with a Japanese force of superior fire power his destroyer aided in sinking five enemy warships and damaging four.

★ Comdr. William C. Thompson Jr., USN, Dublin, Ga.: As assistant approach officer of a submarine on a war patrol in Japanese-infested waters he enabled the ship to maneuver into an advantageous position for a fierce strike on an enemy convoy which resulted in the sinking of an important amount of enemy shipping in a single action.

★ Lt. Comdr. Edmund W. Biros, USNR, Salem, Mass. (posthumously): While leading a fighter squadron against Japanese forces in the Volcano Islands on 4 July 1944 he launched an immediate attack when intercepted by a large number of hostile aircraft. He blasted an enemy fighter from the sky and enabled his group to destroy 14 Japanese planes and damage five others. He led a bitter strike against antiaircraft gun positions, destroying two batteries and three grounded aircraft.

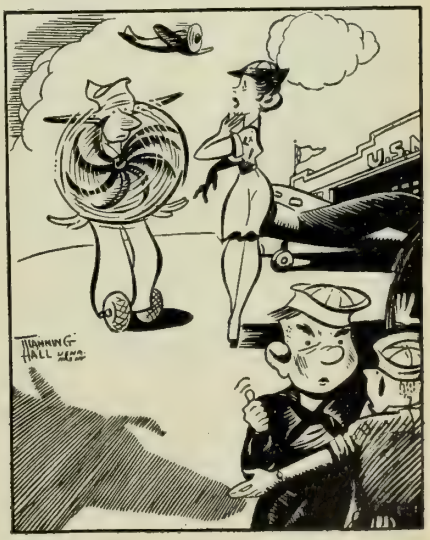
★ Lt. Comdr. Rency F. Sewell Jr., USNR, Atlanta, Ga.: As commanding officer of the USS *PC 1261* during the invasion of Normandy he led the first assault wave under fire using excellent navigation and without adequate channel markings. He was largely responsible for the first waves hitting the right beach at the right time. His ship was finally hit by a large shell and immediately sank.

★ Lieut. Charles J. Hawkins, USNR, Boston, Mass.: As commanding officer of a tank landing ship during operations in Vella Lavella on 1 Oct. 1943 he fearlessly directed fire against 30 hostile planes attacking his ship. Despite damage to his vessel he continued to unload vitally needed cargo of gasoline and ammunition, completing this task in excellent time. Five of the Japanese aircraft were destroyed.

★ Lieut. Peter Kirill, USNR, Jamaica, N. Y.: As gunnery officer aboard the USS *LCI (L) 70* on 5 Nov. 1943 he enabled his gunners to destroy four Japanese twin-engine bombers. After his landing craft was severely damaged and abandoned by her crew, he returned to the ship and remained aboard for three hours until she was towed safely to port, despite the fact that a live enemy torpedo was lodged below deck and might have destroyed the boat at any moment.

★ Lieut. Norman C. Nash, USN, Edmond, Okla.: As plotting officer in a submarine he furnished his commanding officer with a continual flow of valuable information during attacks against enemy shipping which contributed directly to his vessel's sinking an enemy naval vessel of over 2,000 tons and damaging enemy shipping of over 60,000 tons.

★ Lieut. William E. Norrington Jr., USNR, Chicago, Ill.: As an officer of a ship's company during patrol in enemy-controlled waters, the admirable cool and courageous manner in which he aided in attacks and the manner in which he performed his



"Oh, him—seems he's had two years on a carrier."
Skyscrapers (NAS, Brooklyn, N. Y.)

duties without regard for personal safety contributed materially to the measure of success attained.

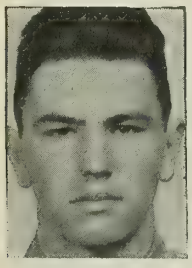
★ Lieut. Charles E. Roeschke, USN, Los Angeles, Calif.: As commanding officer of a tank landing ship during operations at Vella Lavella he destroyed three enemy planes attacking his ship. Although she received three bomb hits and many of his men were lost, he continued the fight with grim determination. Finally he directed the orderly abandonment of his stricken ship, laboring tirelessly to salvage her.

★ Lieut. Frederick M. Rountree, USNR, Sunbury, N. C., and Lt. (jg) Jack H. Stewart, USNR, Silver Spring, Md.: As pilots of fighter planes during action against an enemy submarine in the Atlantic in company with a bombing plane, they skillfully delivered bold strafing attacks in the face of heavy antiaircraft fire. They raked the conning tower and gun positions, silencing enemy fire and enabling the bomber to hit the rapidly submerging vessel, resulting in her probable destruction.

★ Lieut. Clinton E. Stover, USN, Manassas, Ga.: As commanding officer of a tank landing ship attempting to save the *LST 448* during operations at Vella Lavella, he maneuvered his ship alongside the burning hulk of the landing craft and fought desperately to control the flames. Despite constant danger from exploding ammunition and gasoline and aircraft attacks, his gunners skillfully fought off the enemy, destroying two of the hostile planes.

★ Lieut. Clyde H. Toland, USN, Pekin, Ill.: While serving aboard the USS *Savannah* during the invasion of Italy when an enemy bomb exploded within the ship, he unhesitatingly entered a gas-filled room and started blowers which restored ventilation. In the face of grave danger from magazine explosions, he continued to direct effective damage-control measures.

★ Lieut. Edward Van Vranken, USNR, Stockton, Calif.: While piloting a fighter plane in action against enemy submarines he made an effective strafing run on one, inflicting extensive damage on the ship and dispersing her exposed personnel. Repeating his daring tactics when two submarines were sighted, he severely impaired the efficiency of the hostile vessels and rendered them vulnerable to bombing attacks of a companion plane.



Lieut. Van Vranken

★ Lieut. Harold H. Ziegler, USNR, Milwaukee, Wis.: As officer in charge of the USS *LCT 221* during the assault on the west coast of Italy he landed his ship on the heavily defended beach, discharged his cargo and withdrew despite gunfire and bombing attacks. During a subsequent mission he directed the discharge of cargo by his own crew under extremely hazardous conditions.

★ Lt. (jg) Jack D. Anderson, USNR, Afton, Iowa: When he sighted an enemy submarine he maneuvered his fighter plane for a daring, effective strafing run. He inflicted severe damage on the submarine's conning tower and dispersed her exposed personnel, forcing the enemy ship to submerge and rendering her vulnerable to subsequent bombing attacks.

★ Lt. (jg) Buford A. Booth, USNR, Caraway, Ark.: While serving aboard the USS *Savannah* during the invasion of Italy when a bomb pierced a turret and exploded within the ship he went to the rescue of men overcome by fumes in the forward turrets and gas-filled compartments. He assisted in the removal of his comrades until he himself was overcome.

★ Lt. (jg) Robert A. Brettell, USNR, West Orange, N. J.: When the PT boat in which he was officer in charge was involved in action in the Solomon Islands he carried out extraordinary and arduous assignments, contributing to the destruction and interruption of Japanese shipping in and around Vella Gulf and Choiseul Bay. On the night of 1 Aug. 1943, accompanied by other torpedo boats, he engaged five enemy destroyers, scoring five or six probable hits.

★ Lt. (jg) Carl E. Finney, USN, Eldon, Iowa (missing in action): While serving aboard a submarine during an aggressive and highly successful war patrol in Japanese-controlled waters he performed his duties skillfully and with determination under extremely hazardous battle conditions.

★ Lt. (jg) Alfred K. Guthe, USNR, Albany, N. Y.; Lt. (jg) Robert R. Nichols, USNR, Brooklyn, N. Y.; Lt. (jg) Alistair Semple, USNR, Glen Ridge, N. J.; Lt. (jg) Robert W. Sherwin, USNR, Haverhill, Mass., and Lt. (jg) Norman E. Stephens, USNR, Loup City, Neb.: As naval gunfire liaison officers assigned to the 36th Infantry Division during the invasion of Italy, 9 to 17 Sept. 1943, they accurately controlled naval gunfire, assisting materially in neutralizing enemy artillery positions and repulsing counterattacks. They contributed in large measure to the establishment of the beachhead.

Mainsheet (NTC, Bainbridge, Md.)

"My wife says the laundry service at home is terrible."

★ Lt. (jg) (then CEM) Roy W. Nevills, USN, San Diego, Calif.: While serving aboard a seaplane tender in the South Pacific area, he had barely recovered consciousness after a bomb hit by a Japanese plane, when another hit cut the power and stopped his ship. Voluntarily proceeding to the forward engine room to make emergency repairs under conditions made hazardous by wet and short-circuited lines, he worked speedily and efficiently and succeeded in starting a generator.

★ Lt. (jg) George J. Poeltler, USNR, Cranford, N. J.: As commanding officer of a scout and support boat during the invasion of Italy he maneuvered his craft to guide initial assault waves to a safe landing. When intense machine-gun and mortar fire swept the area, he fired a withering rocket barrage, enabling our forces to beach successfully.

★ Lt. (jg) Joseph R. Ruwitch, USNR, Norway, Mich.: As first lieutenant of a tank landing ship during operations at Vella Lavella he daringly led the fire and mooring party alongside another tank landing ship which was burning fiercely. Despite exploding gasoline and ammunition he led a party to the tank deck and battled the flames until forced to man the guns against a second Japanese air attack.

★ Lt. (jg) Fred B. Smith Jr., USNR, Evart, Mich.: As officer in charge of small boats attached to the *LST 314* during the assault on the west coast of Italy he assumed command when he learned that the boat wave commander had been seriously wounded. He assembled the lost and disorganized craft and landed the troops on schedule.

★ Ens. Ralph H. Habecker, USN, Lancaster, Pa.: While serving aboard the USS *Savannah* during the invasion of Italy when a bomb pierced a turret and exploded below decks he went through smoke and gas-filled compartments to close a valve thus restoring the firemain system for fighting the blaze.

★ Ensign (then CTM) Hugh W. Latham, USN, Jacksonville, Fla.: As chief of the boat in a submarine his industry, skill and technical knowledge in maintaining a high state of efficiency in the control room during torpedo attacks against enemy shipping contributed to the sinking of an enemy naval vessel of over 2,000 tons and damaging enemy shipping of over 60,000 tons.

★ Ensign (then CMM) Peter J. Sasgen, USNR, Evanston, Ill.: As member of a ship's company during patrol in enemy controlled waters, his leadership, sound professional knowledge and devotion to duty were major factors in the efficient operation of machinery during that patrol.

★ Ens. Sheridan H. Wedow, USNR, Cleveland, Ohio: As boat officer in charge of a landing craft he landed with the initial waves during eight amphibious assaults in the Pacific. The thorough manner in which he trained his crews was evident in the way they handled their craft in each operation.

★ Machinist Dane H. Thomas, USN, Hot Springs, N. M.: As CPO of the

auxiliary machinery force and battle repair party of a submarine which sunk 40,206 tons and damaged 5,864 tons of enemy shipping, his outstandingly courageous, cool and competent manner inspired the crew and contributed materially to the vessel's high degree of success.

★ Edward M. Chiotasso, CBM, USN, French Camp, Calif.: While serving aboard the USS *Savannah* during the invasion of Italy when his ship was struck by an enemy bomb, he worked desperately to bring the resulting flames in a gun turret under control. Thrown backward and temporarily blinded by an explosion in the gun room, he returned to the turret, closed the door and directed water into the compartment through the gun muzzles, continuing his efforts until he brought the fire under control.

★ Eugene Freaner, CTM, USN, Chicago, Ill.: While serving aboard a submarine as chief of the boat and CPO in charge of the control room; his courageous, cool and competent manner inspired and heartened the crew of this vessel. His vessel sank or damaged many thousands of tons of Japanese shipping.

★ Ferdinand A. Galli, CGM, USN, Manitowoc, Wis.: As a member of a ship's company in enemy controlled waters, he contributed largely to the expert control of the boat during attack. His excellent vision and alertness as a battle lookout inspired the other men on watch topside and gave all hands a feeling of safety.

★ Willie J. Jackson, Ck3c, USN, Jacksonville, Fla.: As a crew member of the USS *LST 357* during the invasion of Italy he performed his duties as stretcher bearer courageously, although suffering intense pain from shrapnel wounds in the head and thigh suffered while administering first aid to his commanding officer. He repeatedly exposed himself to shell fire to care for his comrades.

Jackson, Ck3c

★ Willard J. Johnson, Ex-PhM2c, USNR, Cleveland, Ohio: While attached to the USS *LST 338* during the invasion of Italy, despite his own painful wounds he administered first aid to the injured promptly and effectively. He exercised superb initiative and expert professional skill in amputating the leg of a comrade.

Gold Star in Lieu of Second

DISTINGUISHED FLYING CROSS

★ Lieut. Thomas R. Clark Jr., USNR, New Orleans, La.: Sighting an enemy convoy while on patrol in the plane he commanded, he led his two-plane section in a daring attack. Flying directly between the protecting enemy destroyers, he completely destroyed the largest merchant ship.

DISTINGUISHED FLYING CROSS

★ Comdr. (then Lt. Comdr.) Jack I. Bandy, USN, Severna Park, Md.: When an enemy force of 30 Zeroes intercepted his fighter squadron which was escorting bombers on a strike off Kahili, he gallantly led his fighters despite enemy odds and great personal danger in a fierce counterattack, frustrating the enemy without damage to either our fighters or bombers.

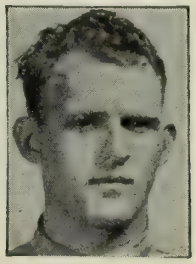
★ Comdr. (then Lt. Comdr.) Gordon Fowler, USN, Washington, D. C.: As commanding officer of a search squadron in the South Pacific area he boldly attacked the enemy and contributed to the destruction of one and probably two enemy fighter planes and one twin-engine bomber. Later he carried out a highly successful mission against an airfield in the northern Solomons.

★ Lt. Comdr. Joseph W. Runyan, USNR, Los Angeles, Calif.: As commander of a carrier-based divebombing squadron during the Battle of the Philippine Sea he led his squadron against an enemy carrier, scoring three direct hits which left the ship burning fiercely. He returned his planes to the carrier where, because of lack of fuel, they landed on the water. The pilots, however, were all rescued.

★ Lieut. Stanley E. Auslander, USNR, Queens Village, N. Y., and Lieut. John M. Elliott, USNR, Philadelphia, Pa.: Piloting a Navy patrol plane in the Atlantic area, they made a daring run on a submarine. Four depth charges bracketed the submarine, exploding close aboard on both sides. Through their zealous devotion to duty, they contributed materially to the probable sinking of the enemy vessel.

★ Lieut. John H. Ballantine Jr., USNR, Southbury, Conn. (posthumously): When a companion fighter plane had made a strafing run on an enemy submarine, he made an aggressive bombing strike, probably destroying the vessel with a direct hit. Later, he directed a destroyer to a submerged hostile ship when he was unable to bomb it himself, insuring effective depth charging by the surface vessel.

★ Lieut. Claude N. Barton, USNR, Reed, Okla.: Piloting a torpedo bomber in action against an enemy submarine, he made a daring bombing strike, delivering a direct hit on the submerging vessel and probably sinking it.



Lieut. Barton

★ Lieut. Mark K. Bright, USNR, Anderson, Ind. (missing in action): While piloting a carrier-based fighter plane at Truk and in the vicinity of the Marianas he led his division in repeated hazardous strafing and support missions. He personally silenced many antiaircraft positions, setting fire to five small ships, destroying three trucks and severely damaging 12 parked aircraft.

★ Lieut. Milton R. Cheverton, USNR, San Marino, Calif.: As patrol plane commander near Bougainville on 24 Nov. 1943, he courageously landed his plane in hostile waters to rescue survivors from a plane crash. Under intense fire, he boldly picked up the crew and effected a take-off.

★ Lieut. Carl Dillon, USNR, Beaumont, Tex.: As commander of a bomber in the Solomon Islands-Bismarck Archipelago area from 20 Oct. 1943 to 1 April 1944 he made powerful, accurate bombing and strafing raids. He attacked four Japanese barges at Green Island, destroying one and damaging the others, and later scored three bomb hits on a cargo vessel.

★ Lieut. Junior C. Forney, USNR, Newton, Kans.: As pilot of a bomber attached to an aircraft carrier, he vigorously depth-bombed a U-boat, coordinating his attack with a fighter and another bomber. Two charges exploded directly beneath the diving sub, forcing it to the surface badly damaged and enabling a companion plane to complete its destruction.

★ Lieut. Norman D. Hodson, USN, San Bernardino, Calif.: Sighting a U-boat while on patrol in a carrier-based fighter plane he made a vigorous strafing run against the decks and conning tower, permitting two torpedo bombers to launch attacks unopposed. When the sub was forced to the surface he swept down again, setting fire to the vessel and keeping her AA guns out of action until one of the bombers completed the destruction.

★ Lieut. Gerald G. Hogan, USNR, Brooklyn, N. Y.: When a hostile U-boat was sighted with decks awash he twice bombed the enemy craft, coordinating his attack with a fighter and another bomber. He contributed materially to the complete destruction of the submarine and the capture of 44 members of her crew as prisoners of war.

Lieut. Hogan

★ Lieut. William H. Jones, USN, Pacific Beach, Calif., and Lieut. Richard H. Rowland, USNR, Parkerford, Pa.: As pilots of a patrol plane in action against an enemy sub in the Atlantic area they released four depth charges which exploded close aboard the U-boat on both sides. They contributed materially to the sinking of the enemy vessel.

★ Lieut. Ralph W. Long, USNR, Skene, Miss.: As pilot of a torpedo bomber in action against a U-boat, he skillfully maneuvered his plane into a favorable attack position. Coordinating with his fighters, who forced the sub to dive, he delivered an accurate and timely blow on the submerging vessel, after which oil slick and bubbles were observed on the surface followed by a tremendous underwater explosion.

★ Lieut. Hubert Smolsnik, USN, Cle Elum, Wash.: As pilot of a Navy patrol plane, he pressed home a deadly depth-charge and machine-gun assault on a U-boat with such skill and ac-

DISTINGUISHED FLYING CROSS cont.

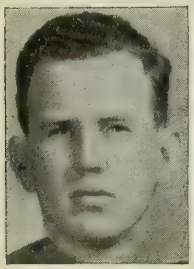
curacy that the ensuing explosions straddled the hull and disabled the submarine, forcing her crew to abandon ship.

★ Lt. (jg) John R. Lindbeck, USNR, Mansfield, Ohio (missing in action): Piloting a fighter plane in the Pacific area in March, April and June 1944 he delivered powerful attacks, destroying two parked aircraft and damaging two others, starting fires aboard three cargo ships and a tug and sinking several barges. He relentlessly strafed Aslito airfield, Saipan, preparing for our invasion of that island.

★ Lt. (jg) Alfred L. Lorraine Jr., USNR, Richmond, Va. (missing in action): During an engagement with a Japanese task force west of the Marianas Islands he made repeated twilight strafing attacks in his carrier-based airplane. He contributed to the damaging of an enemy destroyer which exploded violently amidships. Later, he escorted eight bombers in total darkness for 325 miles, guiding them back to their carrier.

★ Lt. (jg) Glen D. Michel, USNR, Cushing, Okla.: As commander of a PBY5 during night operations in the Bismarck Sea he attacked in bright moonlight an enemy destroyer in a large convoy. Despite intense anti-aircraft fire which caused severe damage to his plane he obtained a hit which heavily damaged the ship.

★ Lt. (jg) James A. Shields Jr., USNR, Houston, Tex. (missing in action): As pilot of a carrier - based divebomber in the Battle of the Philippine Sea he attacked a large enemy carrier. He held his course through the intense fire of four carriers, two battleships and several cruisers and destroyers to score a direct hit on his target. Attacked by an overwhelming number of Japanese fighters he blasted two from the sky before his plane was shot down.

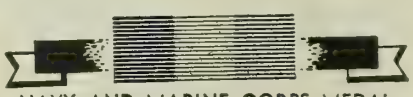


Lt. Shields

★ Ens. Homer W. Brockmeyer, USNR, Earlville, Iowa (missing in action): Piloting a carrier-based fighter in the vicinity of the Marianas Islands from 11 to 20 June 1944 he shot down two and probably three hostile planes attempting to attack our naval forces. During the Battle of the Philippine Sea he fought numerically superior fighter opposition, damaging several aircraft and forcing others to scatter, thereby enabling our forces to attack a large hostile carrier.

★ Ens. William J. Seyfferle, USNR, Cincinnati, Ohio (missing in action): Piloting a fighter plane near the Marianas Islands from 11 to 20 June 1944 he made bold strafing runs against gun positions, installations, aircraft and shipping on Saipan. During one hazardous mission he shot down one enemy plane. During the Battle of the Philippine Sea he made a run on a large Japanese carrier and subsequently returned to base safely despite total darkness.

★ Ens. Thomas F. A. Stanley, USNR, Pensacola, Fla. (missing in action): As pilot of a carrier-based divebomber during the Battle of the Philippine Sea he faced antiaircraft fire and fighter opposition to attack a fleet oiler. Scoring a direct hit amidships, he contributed to the destruction of the vessel.



NAVY AND MARINE CORPS MEDAL

★ Lt. Comdr. Ernest N. Neber, (MC) USNR, Centralia, Ill.: As flight surgeon with a Marine fighter squadron in the Solomon Islands area on 4 September 1943, he rushed to the aid of three men in a truck that had caught fire from an exploding aerial bomb. Lifting them out of the truck while ammunition from the gun pens of four blazing planes exploded around them, he carried an unconscious, badly burned victim to safety where he skillfully administered treatment. Seconds after he made his daring rescue, a gasoline truck exploded and completely demolished the four planes and the vehicle.

★ Lieut. Allen E. Erwin, USNR, Jacksonville, Fla.: While attached to the USS *Hopi* during the invasion of Italy he boarded a flaming merchant ship abandoned by her crew and directed the fighting of the fires. Realizing that the blaze could not be controlled, he assisted two injured crew members to safety.

★ Lt. (jg) Robert W. Hongola, USNR, Chino, Calif.: As his ship approached a survivor of a plane crash in the Pacific Area 24 October 1944, he realized that the exhausted man was about to go under. He dived over the side of the ship and, with a member of the crew, held up the drowning man until a boat could reach them.

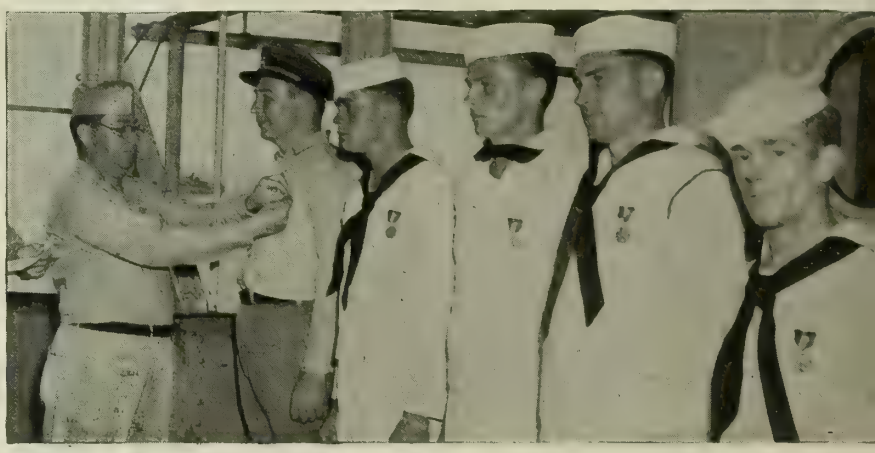
★ Lt. (jg) James J. Kolchin, USNR, Tuckahoe, N. Y.: When enemy bombs set afire the USS *SC 696* and *SC 694* during the occupation of Palermo, Sicily, he valiantly fought the blaze despite a severe air attack. He worked desperately until the ships were again hit by bombs, resulting in their destruction and his severe injury.

★ William N. Hoff, MoMM1c, USNR, St. Paul, Minn.: As engineer officer attached to the USS *Elizabeth C. Stanton* during the invasion of Italy, when that ship was attempting to unload he observed a comrade carried off shore by the wash of the propellers. Unhesitatingly he went to his rescue, bringing him safe to shore.

★ Henry A. Holdgrun, GM1c, USNR, Bronx, N. Y.: Following the sinking of a British landing ship, the survivors were swept past the USS *YMS 3* by wind and currents. Holdgrun, despite heavy seas and the rolling of the YMS, went over the side to rescue survivors. Despite the heavy weight of the combat clothing worn by the survivors he persisted in keeping them afloat and assisted in the recovery of twelve.

Holdgrun, GM1c

★ Kornello Medynski, GM2c, USNR, Manville, R. I.: When low-flying enemy aircraft bombed and strafed three of our motor torpedo boats in the Solomon Islands area on 20 July 1943, Medynski, a crew man of one PT boat, jumped into the water without a life jacket to help a seriously injured shipmate. Disregarding his own safety, he swam to the burning



Official U. S. Navy photograph

STORM HEROES: Capt. E. E. Burgess USN, CO of a storeship, presents the Navy and Marine Corps Medal to Ens. Harold R. Tall, USNR, Brooklyn, N. Y., and four crew members for braving heavy seas to rescue survivors of the LCT 1052, sunk during a typhoon in the Pacific the night of 3-4 October. W. O. Lease, BM2c, USNR, Houston, Tex., next to the ensign, risked being crushed between the two ships to save an exhausted man. The other three, from left to right, P. Heeding, Cox., USNR, Salt Lake City, Utah; J. D. Adkins, F1c, USNR, Charlotte, N. C., and E. S. Schoppert, S1c, USNR, Piedmont, W. Va., manned a motor launch with Ensign Hall in charge to pick up nine survivors.

and exploding boat and rescued his unconscious comrade.

★ Richard A. Olson, TM2c, (now AS V-12 Unit) USNR, South Gate, Calif.: During a fire in the fuel and ammunition dump at a torpedo boat base on Vella Lavella, 14 Dec. 1943, he courageously boarded one of the abandoned craft as flames from the dump spread dangerously near it and threw life jackets to men in the water. He entered the engine room and, although inexperienced, assisted in starting the engines and getting the boat to safety.

★ Stanley S. Zajac, MoMM2c, USNR, St. Joseph, Mich.: While attached to the USS *LST 351* during the invasion of the west coast of Italy when 40 wounded men were brought aboard his ship he ministered to them in an effort to save their lives. He worked for more than 20 hours while exposed to gunfire and air attacks, aiding in giving plasma, dressing wounds and caring for their needs.

★ Charles J. Christel, Cox., USN, Chicago, Ill.: While a member of a small boat crew during the invasion of Italy he tirelessly assisted in laying smoke around a burning and exploding cargo ship. He assisted in the rescue of five survivors from the water, exposing himself to gasoline fires to reach one of the men who was severely wounded.

Christel, Cox.

★ Herman H. Thomas, GM3c, USN, Comanche, Tex.: When his ship, the *LCT 19*, was divebombed during the invasion of Italy and the crew forced to abandon her, he risked his life to swim to the side of a wounded shipmate, supporting him until they were rescued.

BRONZE STAR MEDAL

★ Capt. Ralph J. Arnold, (SC) USN, Garden Grove, Ia.: As supply officer on the staff of Commander Aircraft, South Pacific Force, from September 1943 to October 1944, he displayed outstanding ability in handling the many aviation supply problems throughout the Pacific area. He maintained a constant flow of supplies essential to the success in the Solomon Islands and Bismarck Archipelago campaigns.

Capt. Arnold

★ Capt. Thomas Burrowes, USN, Coronado, Calif.: As CO of a destroyer when the vessel suffered a damaging underwater explosion as a result of enemy action in the Pacific, he was prompt and courageous in effecting the rescue of numerous personnel hurled into the icy, fuel-covered waters and initiated immediate measures for control of the damage. Later he brought the ship 3,000 miles through severe Aleutian weather to a U. S. Navy yard.

★ Capt. John B. W. Waller, USN, Manchester By The Sea, Mass.: As CO of the USS *Tuscaloosa* prior to and during the invasion of southern France in August 1944 and while operating as a unit of the fire support group in action against enemy coastal defenses on the right flank, he approached the hostile shore through mine-infested waters and in the face of heavy fire, carried out accurate and vigorous gunfire against enemy installations and concentrations.

Capt. Waller

★ Capt. (then Comdr.) Henry G. Williams, USN, Norfolk, Va.: Commanding officer of the USS *Salem* during the Sicilian invasion, he was assigned the hazardous task of laying a defensive minefield to protect transport anchorages against submarine attack off Gela during unloading operations. Despite frequent enemy aerial attacks and shellfire from shore batteries, his ship laid mines in the extensive minefield established and insured the safety of ships in the assault area from enemy submarine action.

★ Comdr. Martin V. Brown, (MC) USN, Carbondale, Ill.: As medical officer on a warship during the assault and capture of an enemy-held Pacific island on 24 July 1944, he rendered gallant service and, although wounded, continued at his post of duty for 12 hours, administering medical care to casualties aboard.

★ Comdr. Anton L. Mare, USN, Oshtemo, Mich.: As CO, Naval Advance Base, Suva, Fiji Islands, from July 1942 to 28 March 1944, he worked tirelessly to establish and maintain an excellent operating condition of his command. His supervision of shipping in the area and his organizational ability aided largely in the excellent logistic support of our forces afloat.

Tadcen Topics (Camp Elliott, San Diego)
"Oh, he's sort of a handyman around here."

★ Comdr. Frank P. Morton, USNR, Greensboro, N. C.: While on the staff of a task force commander during the invasion of southern France he participated in the collection of important material. He efficiently provided meteorological data and information of enemy defense, beach characteristics and other vital combat data, which enabled the units to develop comprehensive plans for the assault.

★ Comdr. Gustave G. Werner Jr., (CEC) USNR, New York City: As OinC of an advance naval base construction depot from Dec. 1942 to 15 May 1943, and as assistant OinC of base construction on the staff of Commander Service Squadron, South Pacific Force and later Commander South Pacific Area force from 15 May 1943 to 8 Dec. 1944, he displayed exceptional ability in handling the many detailed problems connected with the planning, construction and maintenance of advanced naval bases.

Comdr. Werner

★ Lt. Comdr Richard B. Black, USNR, Honolulu, T. H.: As control officer during the landing on Saipan on 15 June 1944, he remained on his control vessel at the entrance to the channel leading to Charan Kanoa harbor throughout the assault and despite continuing and sometimes heavy mortar and artillery fire, maintained a constant flow of troops and material through the narrow channel to the beach.

★ Lt. Comdr. (then Lieut.) Julian T. Burke Jr., USN, New Orleans, La.: As torpedo data computer operator in a submarine, his quick analysis and cool skill enabled him to assist his commanding officer during attacks which resulted in the sinking of over 15,000 tons of enemy shipping.

★ Lt. Comdr. Albert H. Clark, USN, Orinda, Calif. (missing in action): As commanding officer of a submarine during her 11th war patrol in Japanese-infested waters he delivered accurate torpedo attacks against cargo vessels. By daring tactics he sank and damaged an important amount of enemy shipping.

★ Lt. Comdr. Karl A. E. Lindquist, USCG, Jamaica Plains, Mass.: While commanding officer of the USS *LST 68* and Commander, LST Division 42, Flotilla 7, during landings in the Pacific from 26 Dec. 1943 to 2 Aug. 1944, he aggressively maneuvered his ship and division in a courageous manner in 6 amphibious operations.

★ Lt. Comdr. Ralph C. Parker Jr., (MC) USN, Batavia, N. Y.: As senior medical officer attached to the USS *Arkansas* prior to and during the invasion of Normandy, he achieved exceptional success in training medical personnel for prompt and expert care in the treatment of casualties brought aboard during the assault.

★ Lt. Comdr. Robert H. Solier, USN, Bryan, Ohio: As assistant plans officer on the staff of the Commander

BRONZE STAR MEDAL cont.

Western Task Force during the invasion of Normandy, he was in charge of the flag plot on the USS *Augusta* and kept the Commander Western Naval Task Force informed at all times.

★ Lieut. Lyman W. Ballinger, USNR, San Diego, Calif.: As engineering officer of a bombing squadron during operations in the Central Pacific he achieved exceptional success under primitive working conditions. He inspired the inexperienced personnel under him to heroic efforts.

★ Lieut. Arnold B. Chace III, USNR, Syosset, N. Y.: As plotting officer in a submarine, he furnished his commanding officer with a continued flow of valuable information which contributed materially to his vessel's sinking over 15,000 tons of enemy shipping.

★ Lieut. James M. Ewing, USNR, Orlando, Fla.: As CO of USS *PC-1262*, he performed his duties effectively for 18 days in sustained operations against the enemy in the Bay of Seine in the area screen of the Naval Western Task Force.

★ Lieut. William O. Kuykendall, USN, Greenville, Miss.: As CO of the USS *Kiowa* operating as a salvage vessel with Force "U", during the invasion of Normandy, he took his ship to the assistance of any vessel in distress regardless of personal danger. As a result of his bravery, ships which would have been lost are now serving against the enemy.

★ Lieut. John Lenci, USCG, Everett, Mass.: While commanding the USS *LST 18* and *LST 67* in six amphibious operations in the Pacific he aggressively maneuvered his ship in a courageous manner. He contributed to their success by professional knowledge, skill and leadership.

★ Lieut. Robert L. Smith, USNR, Seattle, Wash.: As operations and training officer on the staff of Commander Gunfire Support Craft prior to and during the invasion of Normandy, he was charged with briefing of all unit commanders. During the engagement his coolness and courage under fire and his advice based on observation were of great value to the task group commander.

★ Lieut. Wade T. Talton, USNR, Smithfield, N. C.: While serving with the 8th Beach Battalion during the invasion of southern France he directed incoming assault traffic while exposed to enemy fire. When heavy fire disrupted unloading activities, he took resolute control of operations and reestablished the orderly movement of traffic.

★ Lieut. Robert L. L. Vaughan, USNR, Seattle, Wash.: His skill and diligent supervision as communication officer of a submarine maintained the equipment and personnel in a high state of efficiency, thereby contributing materially to his vessel's success in sinking or damaging enemy warships totalling over 45,000 tons and freighters totalling 18,000 tons.

★ Lt. (jg) Ferman L. Clarkson, USNR, Belle Fourche, S. D.: During landing operations in Normandy, he directed and coordinated operations of three shore fire-control parties thereby materially assisting in the infantry advance along the coast of the Cherbourg peninsula. During the final assault on Cherbourg, the effectiveness of naval gunfire directed by him contributed greatly to the final capture of the city.

★ Lt. (jg) Walter Cooper, USNR, Bellevue, Ohio: During the invasion of Normandy he was in command of a unit assigned to clear 50-yard gaps through enemy placed obstacles on the beach. Through his leadership the units under him were successful in completing their assigned missions permitting the passage of landing craft to the beach.

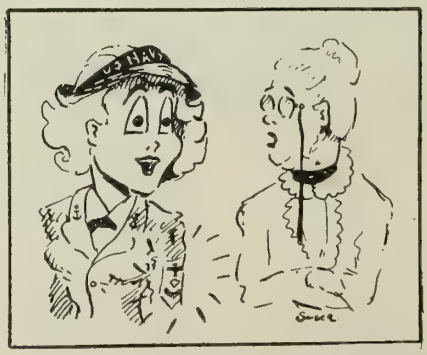
★ Lt. (jg) Robert M. Greenlees, USNR, Inglewood, Calif.: As boat officer of a destroyer-transport landing boat during a reconnaissance raid on Japanese-held Green Island 31 Jan. 1944, his boat was ambushed in a barge hide-out cove and the coxswain and engineer killed instantly and the gunner wounded. He made a desperate effort to save the ship but was struck down and rendered unconscious by enemy gunfire.

★ Lt. (jg) Robert G. Johnson, USNR, Los Angeles, Calif.: As assistant operations officer and hydrographer on the staff of Commander 3d Amphibious Force from 15 July 1943 to 31 March 1944, he displayed exceptional skill and worked tirelessly in the preparation of combat navigational charts used in amphibious operations for the seizure of Vella Lavella, Treasury, Cape Torokina on Bougainville, Green and Emirau Islands.

★ Lt. (jg) Edward C. Leber, USNR, Blauvelt, N. Y.: While the USS *PC 558*, which he commanded, was on patrol off Anzio 21 April 1944, a lookout reported a round object in the water about 4,000 yards from the ship. Upon identification of the object as a human torpedo, he delivered accurate and concentrated gunfire which caused the torpedo to sink. The operator was recovered as a prisoner.

★ Lt. (jg) Gabe McKinney, USN, Colfax, Wash.: As torpedo officer in a submarine, his excellent supervision and maintenance of torpedo equipment and personnel and efficient direction of reloads during attacks contributed materially to his vessel's success in sinking or damaging enemy warships totalling over 45,000 tons and freighters totaling 18,000 tons.

★ Lt. (jg) Robert C. Rau, USCGR, South Clinton, Iowa: As officer in charge of a landing boat section during the assault on Leyte Island, 20 Oct. 1944, he observed, after successfully landing troops, another boat in distress. Under enemy fire he directed and effected the rescue of personnel from the sinking craft.



Pelican (NRB, New Orleans, La.)

"Pharmacist's mate? Do you mean that you married a druggist?"

★ Lt. (jg) John B. Ricker Jr, USNR, Memphis, Tenn.: As CO of the USS *PC 1176*, he performed meritorious service in operations against the enemy in the Bay of Seine from various periods between 6 June and 10 July 1944 in the area screen of the Naval Western Task force. The area screen was charged with protecting vessels from German surface vessels, submarines and planes.

★ Lt. (jg) Edward Sandoz, USNR, Cambridge, Mass.: As an officer on the staff of a major naval task force commander during the invasion of southern France he applied his exceptional ability in topographic sketching to the production of panoramic sketches and silhouettes for all beaches. The assault forces were given valuable instruction through effective graphic presentation, thereby accomplishing the landings with minimum confusion and casualties.

Lt. Sandoz

★ Lt. (jg) Vernard L. Sloggett, USN, San Diego, Calif. (missing in action): As assistant torpedo officer of a submarine during a war patrol in Japanese-controlled waters he rendered invaluable assistance to his commanding officer and contributed to the sinking and damaging of an important amount of Japanese shipping.

★ Lt. (jg.) Frederick G. Walsh, USNR, Waverly, N. Y.: As communications officer for the 2d Beach Battalion and naval OinC on the beach in the invasion of Normandy, he was called upon to organize the beach communications ashore and afloat on a permanent basis. Assuming responsibility greatly in excess of his rank, he worked to establish the vital and all important communications links necessary to the successful operation of the beachhead. He landed with the initial invasion forces.

★ Ens. Donald E. Faux, USNR, Fort Wayne, Ind.: After the command had been given to abandon his ship, the USS *LST 314*, which had been hit and set afire by three torpedoes from an enemy E boat 9 June 1944, he willingly endangered his life by entering the wreckage on numerous occasions to help retrieve floatable gear to aid those in the water.

★ Ens. (then CMoMM) Stuart M. Johnston, USN, Detroit, Mich.: As CMoMM in charge of the main propulsion machinery in a submarine during a war patrol he maintained that department in the highest state of readiness and reliability, thereby contributing directly to the sinking of a Jap warship.

★ Ens. (then CMoMM) Avery L. Willis, USN, Santa Ana, Calif.: As lead-

ing auxiliaryman in a submarine during a war patrol he contributed to the sinking or damaging of enemy warships totaling over 45,000 tons and freighters totaling 18,000 tons.

★ Louis E. Bain, CY, USN, Mount Vernon, Ill.: As battle torpedo firing operator and trainer of a submarine during its third war patrol, his operation of the torpedo firing circuits and deck gun contributed materially to the high degree of success attained.

★ Norman B. Hess, PhM1c, USNR, Roseburg, Ore.: While attached to the medical section of a Marine defense battalion during the invasion of Bougainville, he landed on the island, preceded only by the assault troops, and for the next ten days worked diligently under enemy bombing and sniping attacks. His skill and efforts contributed to the efficient function of the medical section in performing the first surgical operations and in treatment and evacuation of the wounded.

Hess, PhM1c

★ William E. Short, TM1c, USN, New York, N. Y.: While participating in the first, second and third war patrols of a submarine he rendered inestimable assistance to his commanding officer in sinking many thousands of tons of enemy shipping.

★ Harold W. Christofferson, GM3c, USN, Marlboro, N. Y.: As battle station lookout in a submarine during a war patrol his skill and efficiency assisted his commanding officer in delivering attacks which sank a Japanese warship. His devotion to duty contributed much to the ship's success.

Christofferson, GM3c

★ Raymond Woodcock, Cox., USNR, Philadelphia, Pa.: After his craft, *LCVP 34*, had been strafed and punctured by shrapnel during the Normandy invasion and he himself had been wounded, he retracted it and took it beyond gunfire range. His courage and decisive action were in the best traditions of the naval service.

★ William H. Bemiss, S1c, USN, Shelbyville, Ky.: After orders had been given to abandon his ship during the invasion of France he assisted in loading the bulk of the unit's equipment on a rubber boat. Subsequently he volunteered to return to his ship, which had been abandoned and washed ashore, and recovered the balance of his unit's equipment and gear.

★ Earl V. Muza, S2c, USNR, Oshkosh, Wis. (posthumously): When the *LST 289* was crippled and set afire by enemy E-boats off the coast of England on 28 April 1944, he returned to the stern of the ship and carried a wounded man to the wardroom. While searching in the wreckage for another man, he was fatally injured.

WHAT'S IN A NAME

CHIT

In the days of the British East India Company, Hindu traders used slips of paper called "citthi" for money so that they wouldn't have to carry heavy bags of gold and silver. British sailors shortened the word to "chit" and applied it to their mess vouchers. American sailors adopted the expression with a similar meaning. Today it is applied to any piece of paper from a pass to an official letter.

PLASTICS

(Continued from page 37)

use of plastics by BuMed is the difficulty encountered in sterilizing medical equipment since thermoplastics revert to their original state when subjected to heat.

Laminated plastic glass that will resist the explosion of a 150-pound bomb eight feet away is now being used in war areas by the Navy. The transparent plastic, .03 of an inch thick, withstood tests made under vacuum-shock conditions and proved superior to window and safety glass. In another test, made by BuDocks, a quarter-pound ball dropped 20 inches smashed ordinary glass and cracked safety glass; a two-pound ball had to be dropped from a height of 42 inches before the plastic glass was penetrated. The hole was clean-cut without shatter. The plastic glass may be repaired with cellulose tape, and its breakage and resistance after it has been repaired is about the same as that of the solid piece.

Linings for concrete gasoline-storage tanks have been one of the most successful plastic applications used by BuDocks. The plastic lining causes no contamination or deterioration of the tank or its contents and has the remarkable ability to bridge small cracks, preventing the loss of fuel.

Fine-drawn plastic insect screening for use at advance bases is a recent development. In addition to giving protection from insects, the plastic screening also is resistant to fungi. This quality has proved valuable in other uses. A field message book with a cover of this plastic was developed by BuOrd for the Marine Corps after it was found that the ordinary-type cover was being destroyed by fungi.

BuOrd began using a plastic—smokeless powder—toward the end of the Spanish-American War and since that time has developed and put into use thousands of plastic applications. A few of them: tampions, signal pistols, fire-control panels, booster tubes, non-corrosive coverings, depth-charge cases, storage-battery cases, coating for torpedoes, muzzle covers, parachute packs, greases and inks. Many different types of scabbards, as well as dummy weapons, have been made. Recently an exact replica of a Colt .45 pistol was developed for training purposes. The dummy looked like the original in every respect except that the firing mechanism was lacking. So convincing was the resemblance that a minor furor resulted when a guard on security watch found the "deadly weapon" resting on a desk during his routine patrol.

With various bureaus of the Navy going all out for plastics, there has been much interchange of ideas and joint development of plastic articles. The BuOrd lab, for example, has been called upon many times to do work for other bureaus of the Navy and for the Coast Guard, Marine Corps and Army. The Navy's Office of Procurement and Material serves as a clearing house for all bureaus on plastic products. Chiefly, OPM works with commercial companies in developing plastic products desired by the Navy. Many items already mentioned have come into being through efforts of OPM. It has also been responsible for such plastic articles as ammunition wads, canteens, rocket parts and harbor buoys.

Actually it is hard to tell just how many plastic applications the Navy uses, because so much machinery is bought on the basis of performance rather than on how it is constructed; assemblies may contain plastic parts known only to the manufacturer. But there is a definite trend toward plastics, not only because they are lighter and cheaper than metal, a convenient substitute for metal or "just as good" as metal, but primarily because in many instances it was found that a plastic could do the job better than any other substance.

What of the future of plastics in the Navy? Whenever it is found that plastics are best for a certain job, plastics will be used; if something else will serve better, and is available, that will be used.

Answers to Quiz on Page 56

1. (e).
2. You can't, as caps for the two ranks are identical. Their caps are embroidered along the front edge of the visor. Caps of flag officers and officers of equivalent rank in the staff corps may be distinguished from caps of captains and commanders, however. Their visors are embroidered in full.
3. The fact that a coxswain, striking for BM2c, must, as one of the practical factors of his qualifications, demonstrate his ability to pipe all shipboard calls.
4. San Juan, P. R., headquarters of the district.
5. The bottom one, by all means; it is a Jap Mavis. The top one is a U. S. Navy PBY.
6. Neither. The correct spacing between service stripes is ¼ inch.
7. Plain buttons necessary for replacement of distinctive Navy uniform buttons.
8. Manila, since it is the closer to the equator.
9. Because it has the same colors; blue, gold and scarlet.
10. Plenty. "Four bells and a jingle" is an expression meaning "Full speed ahead. In a hurry."
11. No. The half deck is the partial deck immediately above the lowest complete deck. The striker went to the platform deck.
12. (a) Philippines, (b) Volcanoes, (c) Palaus.
13. Aircraft carriers, escort, and seaplane tenders, small.
14. When he issued orders to the executive officer, the only officer who is subject to the commanding officer's orders but not to those of the officer of the deck.
15. Balloons and airships.

LEAVE REGULATIONS

(*Continued from page* 19)

under treatment for an illness or injury which necessitated his evacuation from overseas or which was incurred aboard ship under combat conditions; (2) he no longer needs active treatment in a hospital but has not fully recovered and is not fit for duty; (3) a period of convalescence with his family can be expected to hasten his recovery and return to duty. Officers requiring a period of convalescence longer than 30 days may be recommended for sick leave, instead of additional convalescent leave, by a board of medical survey. Sick leave may be granted only by BuPers and upon recommendation of a board of medical survey, after approval by BuMed.

Emergency Leave

ENLISTED: This leave may be authorized at the discretion of COs, senior officers present, and force or type commanders, under authority of BuPers Manual, Art. D-7028 (3), and is considered additional to annual leave. Effective 1 Feb. 1945, enlisted personnel who are granted emergency leave from ship or stations outside continental U. S. will be transferred and directed to report, at their own expense and not subject to reimbursement, to the receiving ship or receiving station nearest their leave address, for reassignment by the fleet personnel office having jurisdiction over the activity from which transferred. Transfers under the same conditions are to be made when a ship is in a U. S. port (or contiguous waters) and prospective movements will not permit the man to report from emergency leave directly on board, or when his return to duty cannot be effected within five days from the expiration date of emergency leave. (See p. 38 for further information on emergency leave.)

OFFICERS: Granted under same circumstances as for enlisted personnel, but chargeable against annual leave. However, emergency leave is normally granted to officers only when time permits them to return to their ship or station within the limits of the leave.

Recruit Leave

ENLISTED: Special instructions are issued from time to time by BuPers which authorize the granting of five days recruit leave in addition to travel time which may not exceed a combined total of 15 days leave and travel. This leave is chargeable against annual leave. Leave of this type, however, is not authorized for enlisted Waves, because of lack of space for in-coming classes.

Service School Leave

ENLISTED: Whenever practicable, five days delay in reporting to new duty station, in addition to travel time, is authorized by BuPers transfer orders for Class A and Class P school graduates. It may not be granted automatically by schools, and is chargeable against annual leave. Because enlisted women are not given recruit school leave, they are authorized, when practicable, to receive seven days service school leave. In the case of Class B and Class C school graduates, whenever practicable, BuPers transfer orders authorize delay in reporting equivalent to rehabilitation or annual leave, exclusive of travel time, to which the graduate may be entitled. If no rehabilitation or annual leave is due, five days delay in reporting, exclusive of travel time, may be authorized. Neither Class B and C schools are authorized to grant this leave automatically.

Reenlistment Leave

ENLISTED: The 30 days reenlistment leave, exclusive of travel time, which is authorized by BuPers Manual, Art. D-7028 (7) for men discharged by reason of expiration of enlistment and who reenlist within 30 days, has been suspended for the duration. This action has been taken because reservist enlistments have been automatically extended for the duration, and since BuPers holds that regular Navy men should not receive more leave than reservists. However, reenlistment leave earned during the suspension period will not be forfeited, and will be granted after the war: BuPers Circ. Ltr. 28-45 (NDB, 15 Feb. 1945, 45-153).

Leave to Inactive Duty

RETIRED ENLISTED MEN AND FLEET RESERVISTS: Retired enlisted men and transferred members of the Fleet Reserve, whose release from active duty has been specifically authorized and who are excluded from benefits under the Mustering-Out Pay Act, are eligible for this leave under BuPers Circ. Ltr. 28-45 (NDB, 15 Feb. 1945, 45-153). In all such cases leave may be granted, figured on the basis of 2½ days for each month of active duty in retired or Fleet Reserve status, less total leave granted while on active duty, *but not to exceed 30 days* exclusive of travel time. Retired enlisted men and transferred fleet reservists attached to activities outside the geographical limits of the naval district in which their homes are located, may be transferred to their home naval district in a duty status, at Government expense, for release from active duty, with delay in route.

Terminal Leave

NAVAL RESERVE OFFICERS: Reserve officers whose resignations are accepted or who are released to inactive duty for reasons other than retirement, physical, disciplinary or improper performance of duty are eligible for this leave, as provided by BuPers Circ. Ltr. 383-44 (NDB, 31 Dec. 1944, 44-1453). Terminal leave is computed on the basis of 2½ days per month of continuous active duty, minus leave already taken or granted and to be taken. This leave may not exceed the statutory limit of four months, and the granting of it, in each individual case, as deemed appropriate, is the prerogative of the Chief of Naval Personnel.

REGULAR NAVY OFFICERS: Officers of the regular Navy who are ordered home for release from active duty are granted terminal leave on the same basis as stated above for reserve officers.

MOVIES

(*Continued from page* 15)

Wind, but this is not regarded as practicable for showing at this time because of its extreme length (four hours).

Incidentally, when these old-time pictures are released, new prints of them will be made, so that they will be in as good condition for projection as a new film. It is planned to include about 50-55 outstanding pictures of recent years in the Navy motion-picture program for 1945, a factor that will not only meet requests of men for these films but will also help meet the increasing problem of providing good film fare at a time when Hollywood is producing fewer pictures than ever.

Which brings up one of the main movie problems—you can't get top-notch movies every night. Early this year a motion-picture officer from BuPers surveyed conditions throughout the Pacific, going to Pearl Harbor, Kwajalein, Saipan, Guam, Tinian, Angaur, Peleliu and Eniwetok. Throughout most of this area Army and Navy theaters reported they were using motion picture programs 7 nights a week.

Back in civilian life most people went to movies about once a week, and could pick and choose to get the best. When you go more frequently, the odds are a little harder. There are 365 nights a year—but there won't be that many movies produced this year.

Through its Special Services Division in BuPers, the Navy plans to buy about 250 to 260 for its motion-picture program and also to make more prints of each picture available, so that pictures will get around faster. In recent years the number of prints for Navy distribution has about doubled each year. Here's how many prints of each picture were being released as of 1 February each year:

1943: 8 prints each of 335 pictures; total, 2,680.
1944: 16 prints each of 326 pictures; total, 5,216.
1945: 30 prints* each of 260 pictures; total, 7,800.

* Number of prints is expected to be increased.

All of the extra prints have gone to the Pacific for the men in these advance areas.

The movie picture for 1945, summed up, is this: more pictures of the types Navy men have voted for, more prints of each picture to get them around to all hands faster, and more outstanding pictures of recent years brought back for request repeat showings.

If the Navy movie service can deliver on that, there'll probably be more survey comments like that of one contented seaman who put his own version of "Well done!" at the bottom of his questionnaire. Where it called for comment, he simply wrote: "Just keep the same shows coming along!"

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL

V-12s Being Shifted to NROTC

New Plan Provides 8 Terms of College for Most Future Officers

To meet the Navy's wartime and postwar needs for officers with a complete college education or its equivalent, BuPers last month announced a plan to place the Naval Reserve Officer Training Corps on an eight-term basis and to transfer to it, by 1 July 1945, a large portion of the V-12 students now under instruction.

This shift will give effect to new legislation (see p. 57) raising the authorized NROTC strength from 7,200 to 24,000 officer candidates until one year after the war and 14,000 thereafter.

The expanded NROTC program will be conducted in 50 colleges and universities, 23 to be added to the 27 which now have NROTC units. There will be no increase in total officer candidates in training, however, since most of the new NROTC enrollees will come from V-12 and the balance will be supplied by the new input from the fleet on 1 July 1945.

Approximately 17,000 V-12s, including most of those now in deck-officer training, are involved in the shift to NROTC. Graduations to reserve midshipmen's schools between now and 1 July and retention of certain groups in V-12 account for the balance of the more than 52,000 present V-12 trainees.

In announcing the transition plan, BuPers explained that it has been the established policy of the Navy for many years that a naval officer should have a complete college education or its equivalent. This requirement was made before the war by the Naval Academy and the NROTC. It was maintained as long as possible in the early V-1 and V-7 programs.

Commissioning of officers with less than a complete college education has been permitted in V-12 only because there was no other way to meet the critical demands for large numbers of officers in the early period of the war. This period of rapid expansion of officer strength is now drawing to a close.

The NROTC, established by act of Congress in 1925 to supplement the Naval Academy in supplying officers for the regular Navy, the Marine Corps and the Naval Reserve, had proved its effectiveness before the war. Although inadequate to meet the emergency needs for officers during the past four years, it has been kept intact, in conjunction with V-12, in order that at to meet the continuing wartime and postwar needs of the Navy. This expansion, authorized by Congress, is now under way.

All men now in V-12 will remain under training as officer candidates as long as they continue to meet requirements. The plan of transition to the expanded NROTC, as announced by BuPers, does not include the forced separation from officer candidacy of any V-12 student for reasons other than those which have led to separation in the past—academic failure, breach of naval discipline, lack of physical qualifications, lack of officer-like qualities.

The following groups of students will NOT be included in the transfer but will pursue their present courses under the V-12 program:

- Marine trainees.
- V-12 pre-medical, pre-dental, medical, and dental students.
- V-12 pre-theological and theological students.
- V-12 students now enrolled in the fully prescribed pre-Supply Corps curricula.
- V-12 students designated as engineers, eight-term physics majors or aerology specialists who, on 1 July 1945, will have completed four or more terms of college.

V-12 students who desire flight training, who are fully qualified, and who are selected for transfer to V-5 on or before 1 July 1945, will not be transferred to NROTC. Those not selected before that date and desiring flight training will have the same privileges with respect to subsequent applications for such training, if transferred to the NROTC, that they would have had if they had not been transferred.

Engineering students who were enrolled in NROTC before 1 July 1943 will be permitted to complete a total of eight terms in college before commissioning. Other students enrolled in NROTC on or before 1 Nov. 1944 will complete a total of seven terms in college, as prescribed in Navy V-12 Bulletin No. 101.

Marine Corps detachments will be concentrated, so far as is necessary, as of 1 July 1945, in colleges and universities which on that date have NROTC units. No changes are planned, however, in the curricula for Marine trainees or in the procedures governing the operation of Marine detachments in the V-12 program.

V-12 students classified as engineers, physics majors and aerology specialists, whether they entered from high school or (with prior college training) college on 1 July 1945 will continue in their respective specialties to a total of eight terms under present V-12 directives and then will become eligible for transfer to reserve midshipmen's schools.

Any V-12 students completing three terms or less on 1 July who may have been classified by commanding officers, or in a few special instances by BuPers, as engineers, aerology specialists or physics majors, will be transferred to NROTC on that date. They will remain under instruction for an appropriate number of terms so that they will receive an over-all total of eight terms in college.

V-12 trainees officially selected for upper-level Supply Corps curricula and now pursuing courses in that specialty will be permitted to complete the allowed total of six terms and then will become eligible for transfer to the Supply Corps Midshipmen's School. They will not be transferred to NROTC.

Irregular pre-Supply Corps students who on 1 July have completed less than six terms of college will be transferred to NROTC, where they may continue appropriate electives in addition to their courses in naval science and tactics as preparation for possible transfer to the Supply Corps on or after commissioning. Those of the same class who on the same date have completed six or more terms of college will be considered for transfer to the Supply Corps Midshipmen's School.

V-12 deck candidates who on 1 July have completed six or more terms of college will become eligible for immediate transfer to reserve midshipmen's or pre-midshipmen's schools. Those with five terms completed on that date will be transferred to NROTC for three additional terms.

Wheel Watch (NAS, Cape May, N. J.)

"Janie, I'd like you to meet Wilbert Higby

THE BULLETIN BOARD

All deck candidates who have completed four terms on 1 July will be shifted to NROTC for four additional terms. A portion of this group, now in their third term in college, were transferred to NROTC on 1 March 1945 by specific direction of BuPers.

V-12 students who have finished three terms on that date will not be screened to upper-level specialties during their second term. If not already designated as pre-medical or pre-theological students, they will be transferred to NROTC on 1 July to receive five additional terms from that date. Those with two terms completed, including V-12 curricula 101 and 201, on 1 July will be shifted to NROTC at that time.

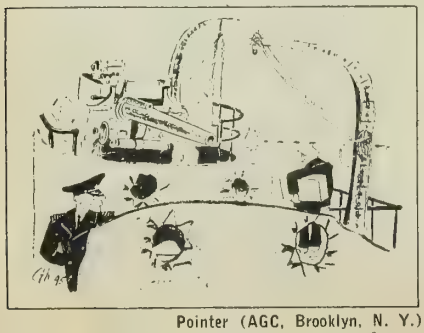
Because of the new NROTC program, there was no new increment of V-12 students on 1 March 1945, except marines and those entitled to transfer from flight training under existing directives.

Since there was no screening of current second-term V-12 students to NROTC on 1 March, the transfers to NROTC on that date were from deck candidates then in their third terms. Those transferred were selected by lot by BuPers and will receive five additional terms in NROTC from 1 March. Since other members of the same group, who will be transferred to to NROTC on 1 July, will receive four additional terms beyond that date, the entire class will complete eight terms of college and become eligible for commissions at the same time.

Any input into the V-12 program (except marines) on 1 July 1945 and thereafter is exclusively for NROTC. Qualifications, in general, are those described in paragraphs 5 and 6 of Navy V-12 Bulletin No. 234.

ACF Rate Replaces AOMB; Qualifications Unchanged

Change of all aviation bombsight and fire control mechanic ratings (AOMB) to the new rating of aviation fire controlman (AFC) has been directed by BuPers Circ. Ltr. No. 39-45 (NDB, 15 Feb. 1945, 45-163). Qualifications and rating badges for the new rating remain the same as those for the one it replaces.



Pointer (AGC, Brooklyn, N. Y.)

Special Assignment Men May Now Serve on Large Combatants and Auxiliaries

As a result of an experiment conducted aboard the USS *Denver*, special assignment personnel may now be given duty aboard auxiliaries and combatant ships larger than destroyers. This was announced last month by BuPers Circ. Ltr. 8-45 (NDB, 15 Jan. 1945, 45-32).

Commenting on the success of the experiment, Capt. Albert M. Bledsoe, USN, CO of the *Denver* said: "The general excellent performance of duty of this group has increased rather than decreased the efficiency of this ship. Handicapped personnel seem to welcome the opportunity to demonstrate that they are equal in overall efficiency to those not handicapped. The many patriotic youths throughout the country who feared they would not be given an opportunity to enter the armed forces at all, or if they were accepted, that they would be assigned noncombatant duty . . . welcome the opportunity of doing their full share in the war."

These men with sub-standard physical qualifications were accepted by the Navy and generally placed in USN-I and identified as (SA) in their records. In some instances, BuPers authorized the (SA) classification to be put into the records of USN and V-6 personnel whose physical conditions after enlistment or induction were found to be below the requirements. Authority has also been granted for the removal of the (SA) classification whenever subsequent examinations indicate that the physical deficiencies have been removed, and the men meet the standard physical requirements for all duties.

The directive points out that (SA) men should not be confused with "limited shore duty" personnel, over whom the provisions of the circular letter have no application.

The minimum physical requirements for men classified (SA) differ from general service standards as follows:

COLOR PERCEPTION — Color blindness is acceptable.

VISION—Minimum 2/20 if correctible to 10/20 in each eye. Slight functional defects are acceptable.

HEARING — 8/15 acceptable in each ear.

So that the Navy may utilize more fully its manpower and at the same time broaden the duty for which many men, now restricted by the (SA) classification, will be eligible, the directive states that personnel whose physical conditions have improved since they were originally classified (SA), or who may have error, are to be transferred into general service.

BuPers will give consideration to individual recommendations submitted by COs for the reclassification of special assignment men for all duties, and will authorize the removal of the (SA) from their records upon forwarding of recommendations, accompanied by NavMed Form Y, sent via BuMed and indicating that the individual is physically qualified for all duties and that he meets these minimum physical requirements for general service:

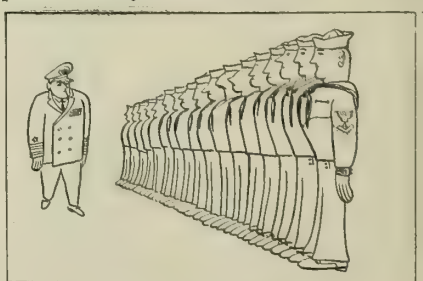
COLOR PERCEPTION: Color perception is required.

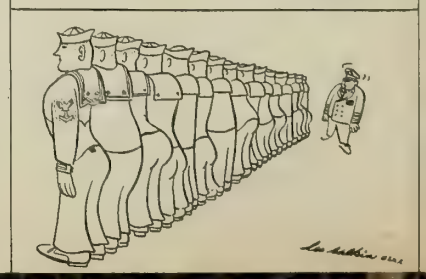
VISION: Minimum visual acuity of 6/20 (20/70) in one eye and in the other at least 10/20 (20/40) without glasses, or, 10/20 (20/40) with both eyes open without glasses, provided vision is not below 6/20 (20/70) in either eye and provided that the defective vision is not due to an organic disease.

HEARING: Normal hearing is required.

Under current instruction, (SA) personnel may be rated under the same conditions as other enlisted men, and may be assigned to any naval duty, either afloat or at advance bases, or instruction, *except* Armed Guard duty afloat, new construction, ships in commission less than one year, combatant ships of destroyer class and below and Class A schools for FC, FCO, RdM, QM, SM, ARM, salvage and SoM.

The directive calls to the attention of COs the necessity for carefully assigning (SA) men to battle stations and divisional duties in which their physical defects would be of no hindrance, and specifies that not more than five percent of the ship's complement may be (SA) men.





THE BULLETIN BOARD

Eye Glasses to Be Available at Government Expense To All Personnel of Navy, Marines, Coast Guard

Under a comprehensive program effective 15 March, the Navy will provide necessary eye glasses and optical repairs and replacements at government expense for any man or woman, officer or enlisted, on active duty in the Navy, Marine Corps or Coast Guard regardless of where stationed.

The Navy has done everything possible to assure quick service for personnel and has inserted a provision in the contracts with optical firms that all orders must be filled within 10 days of receipt.

Only one type of spectacles will be furnished by the Navy. It will be a gold-color frame, gold-filled, Fulvue construction. Personnel who already have spectacles may have frames repaired and broken lenses replaced even though they are not the standard type, but personnel who desire to obtain new glasses of other than the standard type will be obliged to buy them privately from civilian sources without cost to the government for either frames or lenses. The type of lenses which the Navy will furnish either for new glasses or for replacements for broken lenses will be white toric and/or meniscus.

In the continental U. S., the Navy has set up dispensing units at approximately 50 naval hospitals and dispensaries where personnel may obtain glasses and optical repairs (see list below). Other naval activities will get dispensing units as circumstances warrant.

For men and women on duty beyond the continental limits the Navy has made special provisions. These include establishment of optical service units, base and mobile types, attached to certain fleet and base hospitals and to hospital ships.

Personnel in organizations beyond the continental limits in areas not served by optical service units may request that arrangements be made for service by mail through designated hospitals and dispensaries in the U. S. nearest the areas for which service is desired. Such requests must be made through the nearest medical officer.

When on duty where eye examination for glasses by a Navy medical officer cannot be obtained, personnel are to utilize the services of a qualified medical officer of the Army or of the U. S. Public Health Service. Before contacting either, personnel must obtain a request signed by a Navy medical officer, if practicable, or, otherwise, by their CO or officer in charge.

Personnel on independent duty and unable to avail themselves of Navy, Army or Public Health Service facili- [illegible]

amination. Such requests must state the need and give the estimated cost.

Personnel from visiting ships in port can obtain optical service from the designated hospital or dispensary nearest the port.

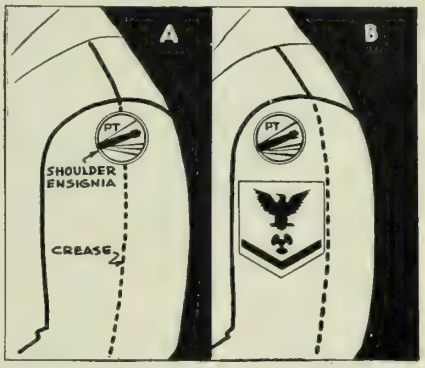
Procurement and issuance of spectacles for personnel requiring them are to be undertaken as early as possible, particularly at such activities as naval training centers and replacement centers, so that need for service will not pile up at ports of embarkation and advance base depots.

The initial list of naval hospitals and dispensaries designated to provide optical service follows:

1st ND: hospitals at Chelsea, Mass., Newport, R. I., Portsmouth, N. H.; dispensary at Davisville, R. I.
3rd ND: hospitals at Brooklyn, Sampson, St. Albans, N. Y.
4th ND: hospital at Philadelphia.
Severn River Naval Command: hospital at Annapolis, Md.
Potomac River Naval Command: hospital at Bethesda, Md.; dispensary at Navy Dept., Washington, D. C.
5th ND: hospitals at Bainbridge, Md., New River, N. C., Portsmouth and Quantico, Va.; dispensary at Little Creek, Va.
6th ND: hospitals at Charleston and Parris Island, S. C.; dispensary at NAS, Atlanta.
7th ND: hospitals at Jacksonville, Key West, Pensacola.
8th ND: hospitals at Corpus Christi and Houston, Tex., Memphis, New Orleans, Norman, Okla.; dispensary at ABD, Gulfport, Miss.
9th ND: hospital at Great Lakes; dispensaries at NTSch (Armed Guard), Randolph St. and Lake Front, Chicago; Navy Pier, Chicago; NAS, Glenview, Ill.
11th ND: hospitals at Camp Pendleton, Long Beach, San Diego, Calif.; dispensaries at Long Beach; Marine Corps Base, San Diego; NAS, San Diego; Naval Repair Base, San Diego; NTS, San Diego.
12th ND: hospitals at Mare Island, Oakland, Shoemaker, Treasure Island, San Leandro, Calif.; dispensaries at ABD, San Bruno; NT&DC, Shoemaker, Calif.
13th ND: hospitals at Astoria, Oreg., Bremerton and Seattle, Wash.; Farragut, Idaho.

The Hoist (NTC, San Diego)

"Congratulations, my boy. You have just been recommended to the United States [illegible]



CORRECT POSITIONS for wearing authorized shoulder insignia by enlisted men are shown above, as provided by BuPers Circ. Ltr. 24-45 (NDB, 15 Feb. 1945, 45-97). "Right-arm" rates and non-rated men (see sketch A) wear the insignia centered on the outer side of the left sleeve; "left-arm" rates (sketch B) center the insignia directly above the rating badge. In both cases the insignia are to be placed about half an inch below the shoulder seam.

Personnel Ordered to 3d ND Warned of Housing Shortage

Naval personnel reporting to the 3d Naval District have been urgently advised by the Commandant to refrain from moving their families until they have had an opportunity to make definite arrangements for housing them. Housing conditions have become more difficult, not only in the New York area, but elsewhere in the district.

Radio Play Contest Open To Servicemen Overseas

As an encouragement to creative writing among personnel of the American armed forces serving outside the continental limits, the Armed Forces Radio Service has opened a radio playwriting contest. Winners will be rewarded with full-scale performance of their plays on "Globe Theater," one of the AFRS programs broadcast to troops all over the world.

Open only to personnel outside the continental limits, the contest calls for scripts which take only 25 to 27 minutes to play, including allowances for music bridges and sound effects. No deadline has been set for submission of entries. It is recommended that contestants retain a copy of their scripts.

Contestants unfamiliar with the technique of indicating dialogue, narration, and musical or sound effects in radio scripts may obtain advice and sample scripts by communicating with their local radio station, or by writing [illegible]

THE BULLETIN BOARD

Legal Assistance to Be Made More Widely Available

To make legal assistance in the conduct of personal affairs more widely available to Navy, Marine Corps and Coast Guard personnel and their dependents, the Secretary of the Navy has directed COs of ships and stations having a complement of more than 1,000 to appoint, unless either wholly impracticable or clearly unnecessary, legal assistance or acting legal assistance officers.

The directive, dated 8 Feb. 1945 (NDB, 15 Feb. 1945, 45-119), likewise specifies that in smaller units, where such service is found to be needed, legal assistance officers be appointed.

As provided for by the original directive setting up this service (SecNav ltr. dated 26 June 1943; [NDB, cum. ed. 43-1164], legal assistance officers must be members of the bar of a State, Territory or of the District of Columbia, but need not necessarily be commissioned officers. However, where personnel with legal background are not available, acting legal assistance officers are appointed, who function primarily in referring cases for appropriate action by legal assistance officers or by civilian counsel cooperating in this program.

As stated in the new directive, it is believed that sufficient lawyers are now on active duty to provide personnel for such duties on nearly all of the larger ships and stations.

Upon request by the CO and recommendation by the office of the Judge Advocate General, BuPers will make available, whenever practicable, such personnel as are needed and make such changes in complements as required to provide for this service.

Although legal assistance is intended primarily for the benefit of personnel during active service, it may be extended in meritorious cases, arising or existing as a result of or during active service, under such conditions as may be prescribed by the Judge Advocate General, and where the extension of the service will not unduly interfere with the primary purpose and the general plan of this program.

Approximately 852 legal assistance officers or acting legal assistance officers are now serving in the Navy, Marine Corps and Coast Guard.

When legal assistance officers are appointed, commanding officers are directed to furnish the office of Judge Advocate General with copies of orders appointing them. Upon receipt of these orders the office of the Judge Advocate General furnishes digests of state laws and other legal assistance material as well as directories of civilian bar organizations, 27,000 of whose members have volunteered to cooperate in the program.

Bulletin (NAD, Ft. Mifflin, Phila., Pa.)

"Stop worrying, Meseniouskiwitzer! There's

Pay Rates Set Up for Veterans on Part-time Study Under "GI Bill"

Payments to veterans engaged in part-time study or training under the educational features of the "GI Bill of Rights" have been established by the Administrator of Veterans' Affairs.

The bill provided that veterans taking full-time education or training under its provisions would be paid a subsistence allowance—$50 a month without dependents, $75 with.

The payments now set up for part-time study are in proportion to the time spent, and the time the veteran may follow such a part-time course is increased so that he may get the equivalent of the full-time course permitted by the law. Example: a veteran going to school half-time is paid only at the half-time rate, but he may continue the course twice as long. Maximum time allowed is four years.

The schedule of payments to veterans in schools using semester hours is as follows: 12 semester hours each term equals full time; 9 to 12 hours, ¾ time; 6 to 9 hours, ½ time; and 3 to 6 hours, ¼ time.

In schools using clock hours (per week) the schedule follows: 25 hours per week equals full time; 18 to 25 hours, ¾ time; 12 to 18 hours, ½ time; and 6 to 12 hours, ¼ time.

For on-the-job training, the schedule is based on the number of hours a student is required to devote to training. Both time spent on the job and time spent in doing related school work are used in estimating payments. The basic schedule follows: 36 hours or more a week, full time; 27 to 36 hours, ¾ time; 18 to 27 hours, ½ time; and 9 to 18 hours, ¼ time.

No payment can be made to veterans gainfully employed in full-time jobs not related to course of training.

Any unusual circumstances not covered by the information above are to be referred to the central office of Veterans Administration, Washington 25, D. C. Details of the educational provisions of the "GI Bill" appeared in the INFORMATION BULLETIN Sept.

Under-Age Medical, Dental V-12 Graduates May Serve As Ensigns in HC Until 21

Medical and dental students in the V-12 program, who graduate prior to reaching age 21, will be commissioned as probationary ensigns in the Hospital Corps and, upon their own requests, will be released from active duty until they attain their 21st birthdays, according to Navy V-12 Bulletin No. 283, dated 23 Jan. 1945.

The services of such ensigns who are assigned to active duty will be utilized in laboratory work or in other duties not involving actual medical or dental treatment. Upon reaching 21 they will become eligible for appointment as lieutenants (junior grade) in the Medical or Dental Corps, as the case may be, and assignment to intern training or to general duty.

The Navy anticipates that a limited number of men will graduate from medical or dental schools before reaching 21 because of the accelerated academic programs in V-12.

As the laws of practically all states require that applicants for license to practice medicine and dentistry be 21 the Navy considers it highly desirable that such a requirement be maintained by its medical department and consequently, has instituted this procedure.

OPA To Aid Veterans Who Return to Job or Business Affected by OPA Rules

A program for assisting veterans of this war to return to businesses or employment affected by Office of Price Administration regulations, and to provide for veteran participation with other groups in the work of price control and rationing, has been announced by OPA.

Special advisory service to veterans will be set up in national, regional and district offices. Food-rationing regulations are being revised to provide veterans with as much assistance as supply conditions permit in starting new businesses that use rationed food products as raw materials.

As the largest federal civilian agency, OPA plans also to offer federal employment to returned servicemen and disabled veterans. Increased efforts will be made through Civil Service to recruit veterans for OPA service on local boards, in district and regional offices and in Washington.

Veterans' advisers in district offices will expedite handling of veterans' applications for quotas in businesses affected by OPA regulations, and will assist the veteran in getting information as to the extent to which regulations of other federal agencies may

THE BULLETIN BOARD

VOTING INFORMATION

Final tabulation by state officials shows that personnel of the Army, Navy, Marine Corps and Coast Guard cast a total of approximately 2,800,000 state absentee ballots in the national election held on 7 Nov. 1944. In addition, there were approximately 108,000 Federal ballots voted. The cooperation of commanding officers in executing the voting program insured fulfillment of the Navy's policy of giving maximum assistance to eligible personnel in the exercise of their voting privilege.

State legislation now in progress will probably make it possible for many servicemen to vote during 1945 who were not previously eligible to do so. Timely notices concerning voting by servicemen will be published in the INFORMATION BULLETIN. It is suggested that those desiring additional information consult their voting officer. The following information has been received relative to forthcoming elections at which absentee voting by servicemen is provided, and supersedes information published in the February INFORMATION BULLETIN:

ILLINOIS

• Municipal, county and judicial elections will be held at the following times and places:

MUNICIPAL: *General* elections for city and town officers will be held on 3 April 1945 and for village officers on 17 April 1945.

COUNTY: *Primary* elections for county commissioner will be held on 10 April in each of the following counties: Alexander, Calhoun, Edwards, Hardin, Johnson, Massac, Menard, Monroe, Morgan, Perry, Pope, Pulaski, Randolph, Scott, Union, Wabash, Williamson.

JUDICIAL: *General* elections for judicial officers will be held throughout Illinois on 4 June 1945. Officers to be elected are: a justice of the Illinois Supreme Court from the Fifth Supreme Court District, comprising the counties of Bureau, Grundy, Henry, Knox, LaSalle, Marshall, Peoria, Putnam, Stark and Woodford; a justice of the Superior Court of Cook County; and circuit court judges in all circuit court districts throughout the state.

• Eligible servicemen, members of the merchant marine and certain attached civilians may vote in the above elections. Postcard applications for ballots will be accepted from servicemen for all the above elections and will probably be accepted from members of the merchant marine and from certain attached civilians. Applications for ballots will be accepted thirty days in advance of each of the above scheduled elections. Executed ballots must reach election officials not later than the respective election dates to be counted. IN APPLYING FOR ANY PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (Item No. 6 on postcard).

MICHIGAN

• A general election will be held throughout Michigan on 2 April 1945 for certain state and local officers, including the following: Two justices of the Supreme Court, two regents of the University of Michigan, Superintendent of Public Instructions, member of the State Board of Education, two members of State Board of Agriculture, and a State Highway Commissioner.

• All servicemen, members of the merchant marine and certain attached civilians, otherwise eligible, may vote in this election by regular state absentee balloting procedure. Postcard application for state absentee ballots will be accepted at any time. Michigan will mail ballots on or about 1 March 1945 to eligible voters applying for same. Executed ballots must be in the hands of appropriate officials by 2 April to be counted.

NEW JERSEY

• State and municipal elections will be held at the following times and places:

STATE: *Primary* elections will be held on 12 June. State officers, including members of the General Assembly in all counties, state senators in certain counties and county officers will be selected.

MUNICIPAL: Local officers will be elected on 8 May in the following towns and boroughs:

Asbury Park
Audubon Park
Bordentown
Cape May City
Clark Township (Union County)
Collingswood (Borough)
East Millstone
Hackensack
Haddonfield (Borough)
Jersey City
Keansburg (Borough)
Lyndhurst Township (Bergen County)
Medford Lakes (Borough)
Millville
Monmouth Beach (Borough)
Newark
Sea Isle City
Vineland (Borough)
West Cape May (Borough)
Wildwood Crest (Borough)

• All servicemen, members of the merchant marine and certain attached civilians, otherwise eligible, may vote in the above-named elections. Postcard applications for absentee ballots will be accepted at any time. Executed ballots must be in the hands of appropriate officials by election date to be counted. IN APPLYING FOR ANY PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (Item No. 6 on postcard).

SOUTH DAKOTA

• *General* local elections will be held throughout South Dakota as follows:

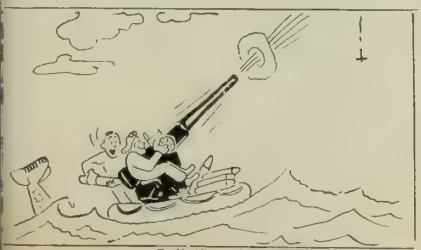
Municipal elections	17 April 1945
School elections	19 June 1945

• Although there are no special provisions for servicemen voting during 1945, all servicemen, members of the merchant marine and certain attached civilians, otherwise eligible, may vote under regular state absentee balloting procedure. Postcard applications will be accepted as an application for a ballot. Executed ballots must be received by election officials by election day to be counted.

WISCONSIN

• A *general* election will be held throughout Wisconsin on 3 April 1945 for State Superintendent of Schools, justice of Supreme Court and other judicial officers. On the same date municipalities and towns throughout Wisconsin (excluding those in Milwaukee County) will hold elections for local officials.

• All servicemen, members of the merchant marine and certain attached civilians, otherwise eligible, may vote under regular state absentee balloting procedure. Under newly passed legislation, registration (where previously required) will be waived for servicemen. Postcard applications will be honored as an application for a ballot. Inasmuch as ballots will not be mailed in Wisconsin until 20 March, prompt execution of ballots will be necessary to insure return to state officials in time to be counted on 3 April.



Bulletin (Ft. Mifflin, Phila., Pa.)

"It's amazing what these liferafts carry

The Flypaper (NAS, Central Pacific)

THE BULLETIN BOARD

New Fixed-Text Message Service Established for Returning Personnel

For the convenience of naval personnel returning to the United States from overseas, the Western Union Telegraph Co. has established a special domestic telegraph service under which any one of 15 fixed-text messages (see list below) may be sent to any point in the continental United States for 25 cents.

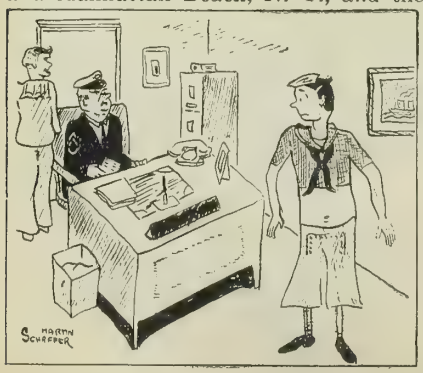
The special messages can be filed only from one of the Navy, Marine Corps or Coast Guard establishments listed below by Navy, Marine Corps and Coast Guard personnel returning to the United States from overseas, or from extended sea duty, for leave, discharge or hospitalization.

The messages:

1. Leaving here soon. Home for good. Get my civilian clothes ready. Love.
2. Three cheers. Home for good in 10 days. Can't wait to see you. All my love.
3. Roll out the barrel. The war is over for me. Am on my way home. Love.
4. I'm over here from over there and will be with you soon. Love.
5. Being discharged here. Will be home soon. Round up the gang to celebrate. Love.
6. Back in states. Feeling fine. Furlough soon. Love.
7. Back at last. All well. Here short trip then home. Love
8. It's good to be back. Hope get furlough soon. Writing. Love.
9. Back in good old U. S. A. All well. Can't wait to see you. Furlough soon. Love.
10. It's a long stretch from no man's land back to you. But I made it well and safe. See you soon. Love.
11. Arrived by plane. Expect to see you soon. Will write at next station. Love.
12. Just arrived. Feeling fine. Hope to see you soon. Love.
13. Arrived here safely. Getting good care and feeling fine. Will write. Love.
14. Passing through here. Will write from next hospital. Feeling fine. Love.
15. Back at last. Feeling OK. Hope to see you soon. Love.

Messages may be filed from the following points: all continental naval hospitals in the coastal areas; all naval receiving ships and stations; naval redistribution centers at Lido Beach, N. Y., and Chicago, Ill.; Coast Guard training stations at Alameda, Calif., and Manhattan Beach, N. Y., and the following Marine Corps distribution centers: Marine Corps Base, San Diego; Marine Corps Barracks, Navy Yard, Philadelphia; Headquarters, Department of the Pacific, 100 Harrison St., San Francisco; Marine Fleet Air West Coast, Marine Corps Air Depot, Miramar, San Diego; Marine Barracks, Puget Sound Navy Yard, Bremerton, Wash.

Additional details may be found in Communications Circ. Ltr. No. 2-45 (NDB, 15 Feb. 1945, 45-140).



Tin Fish (NTTR, Montauk, N. Y.)
"So what? Who's going to see you in a

The Blues (NAS, Lambert Field, St. Louis, Mo.)
"Farnsworth certainly makes friends easily!"

Reserves Invited to Apply For Appointment in Supply Corps of Regular Navy

The Navy has requested applications from reserve officers of the Supply Corps for appointment to the Supply Corps of the regular Navy. AlNav 34-45 (NDB, 15 Feb. 1945, 45-133) states that applicants must have completed six months continuous active duty as of 1 Jan. 1945, hold a bachelor's degree from an accredited college and be not more than 26 years of age at the time of reporting for continuous active duty.

Applicants not previously accepted may resubmit applications. NROTC seniors who will not have passed their 26th birthday on 1 Jan. 1946 may also apply.

Applications must reach BuPers prior to 1 Aug. 1945 and must be accompanied by report of physical examination on BuMed Form Y conducted in accordance with BuPers Circ. Ltr. 274-43 NDB, cum. ed. 43-1753, and special fitness report with comment of reporting senior on qualifications.

Permanent appointments in the rank of ensign will be given selected candidates. Those serving under temporary appointments in a higher rank will be given further temporary appointments in the regular Navy in the rank which they would have attained had they been permanently appointed in the regular Navy on the date of

BuPers Emphasizes Officer's Right to Forward Statement Concerning Adverse Report

Any officer who is the subject of an adverse report to BuPers has the right of making a statement regarding the report and forwarding it via channels to BuPers.

This right is emphasized in BuPers Circ. Ltr. No. 2-45 (NDB, 15 Jan. 1945, 47-27), which requested that commands authorized to send to officers letters reflecting adversely upon them include the following paragraph in such letters:

"A copy of this letter will be forwarded to the Bureau of Naval Personnel to be filed with your official record. In accordance with General Order 62, you are privileged to forward through official channels to that Bureau for filing such statement concerning this letter as you may desire."

A statement from the officer reported on should be included in a command's letter to BuPers, if practicable; in reports of misconduct forwarded to the Bureau for action it must always be included.

Although a CO is privileged to administer a private reprimand to an officer under his command, the circular letter pointed out, he is not privileged to address him an official letter of reprimand.

The report of fitness is the method to be used by COs in informing BuPers of misconduct or unsatisfactory performance of duty not requiring immediate action by officers higher in the chain of command.

Veterans May Get Phones For Business Purposes

New telephone installations for businessess conducted by honorably discharged veterans have been authorized by the Office of War Utilities, of the War Production Board.

The installations may be made, whenever equipment is available, for any enterprise substantially owned and principally operated or managed by a veteran. He may apply at any time within 12 months after being separated from the armed forces.

Application is made directly to his telephone company. Previously, a veteran could not obtain new telephone installations for business purposes unless his business had been classified by WPB as essential to the war effort.

BACK COPIES DESIRED

Surplus back copies of the BuPers INFORMATION BULLETIN for January, February, April, May, July and November 1944 are desired to replenish nearly exhausted stocks for those months, and may be sent to BuPers, attention Information Bulletin. Copies being retained as reference files should not be forwarded, the need not being that acute.

THE BULLETIN BOARD

Officer and CPO Uniforms Available from 200 Retail, 90 Ship's Service Stores

Under the Navy Officers' Uniform Plan, which was developed by BuS&A more than two years ago, high-quality ready-made uniforms now are available at reasonable cost to officers and CPOs from 200 retail stores approved by the Navy Department and from 90 ship's service stores.

A complete list of the stores approved by the Navy Department to handle the uniforms for the naval administrative organization, The Naval Uniform Service, Inc., 220 Fifth Avenue, New York 1, N. Y., appears in the February 1945 issue of the Paymaster General's Monthly Newsletter, which has been distributed to all officers of the Supply Corps.

All wool uniforms sold under the plan carry an official Navy label, which bears an embroidered copy of the cap device and states: "This label identifies a garment made and sold under authority of the U. S. Navy. Regulation U.S. Navy Uniform." Alteration prices which may be charged by retailers and ship's service stores are fixed at reasonable levels by agreement with the Navy.

Listed below are descriptions and prices of the uniforms now available through the plan, which no longer includes braid, insignia, devices and caps; prices are the maximum that may be charged, but do not restrict sale at lower figures by such outlets as ship's services stores:

Commissioned or warrant officers' service blue uniforms—price $40; extra trousers, $10. This uniform includes coat and trousers of fine quality 16-ounce, two-ply pure worsted serge. It meets all government specifications regarding wool stock, yarn, weight, dye, shrinkage, finish and tensile strength. This uniform is regulation for officers of the U. S. Coast Guard and Maritime Service when appropriate insignia is affixed.

Commissioned officers' or warrant officers' overcoat—price, $50. This coat is made of beaver-finish cloth, a pliant and durable wool fleece, 30-ounce, Kersey, which meets all Government specifications for wool stock, yarn, weight, dye, shrinkage, finish and tensile strength. When proper insignia are added it is also regulation for U. S. Coast Guard and Maritime Service officers.

Commissioned or warrant officers' raincoat-overcoat with removable lining—price, $38.50. This coat is made of fine quality 16-ounce, two-ply worsted serge, cravenetted and rain-resistant. The button-in "warmer" is of pure wool flannel, and provides excellent insulation against cold. This garment is also regulation for Navy CPOs, U. S. Coast Guard and Maritime Service officers.

Aviation winter working uniform—price, $50; extra trousers, $12. This forestry-green uniform, including coat and trousers, is made of fine 18-ounce pure worsted elastique. It is color-fast to light, crocking and perspiration. The cloth has been pre-shrunk by the London Cold Water Process. The same uniform, with appropriate insignia, is regulation for Navy CPOs.

Chief petty officers' service blue uniform—price, $30; extra trousers, $8. This uniform is made of fine quality 16-ounce two-ply pure worsted serge, which conforms with Government specifications for wool stock, yarn, weight, dye, shrinkage, finish and tensile strength. It is also regulation, with appropriate insignia, for CPOs in the Coast Guard and Maritime Service.

Depotscope (NMD, Yorktown, Va.)

"He wants to know is there a chance to go

Advance Copies of NDB to Be Distributed by Airmail

To expedite distribution of administrative directives, arrangements have been made for airmailing advance copies of the semimonthly Navy Department Bulletin, beginning with the 31 Jan. 1945 issue, to a limited number of larger commands at sea and overseas.

Single copies, in addition to those to be distributed later by surface mail, will be airmailed to: fleet, force and type commanders; flotilla, group and squadron commanders (surface commands); fleet air wing and headquarters squadron commanders; COs of battleships, aircraft carriers and cruisers; commanders of Philippine, Hawaiian and Alaskan sea frontiers; advance bases and base units; aviation repair and overhaul units; mobile fleet post office units; motor torpedo boat bases, and registered publications mobile issuing offices.

Announcement of this plan was made in a letter dated 19 Jan. 1945 from the administrative officer, Navy Department, to all ships and stations

New Postal Notes May Not Be Sold or Cashed Overseas

Postal notes, a simplified form of money order, were placed on sale on 1 Feb. 1945 by Government post offices. Although Navy post offices within the U. S. are authorized to cash these new postal notes, they are not authorized to sell them. Nor may the notes be sold or cashed at any post office outside the continental limits, including Alaska, Hawaii and outlying U. S. possessions. As recommended in Alnav 22-45 (NDB, 31 Jan. 1945, 45-76), personnel afloat or overseas should advise correspondents that these notes should not be mailed overseas, as they cannot be cashed there.

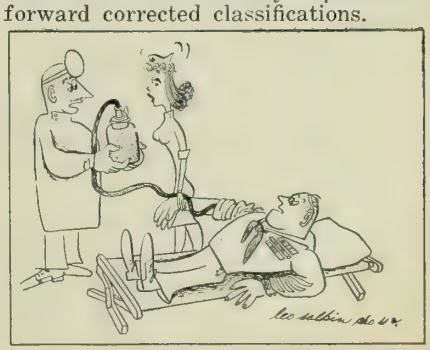
Citizenship Rules Eased for Aliens in Armed Forces

The U. S. Immigration and Naturalization Service holds that return from overseas duty with the armed forces constitutes lawful entry into the U. S. This removes the barrier to naturalization for aliens who were otherwise qualified at the time of their induction but could not furnish proof of lawful entry into the U. S., its territories or possessions as provided by Sections 701 and 702 of the Nationality Act of 1940, as amended. Full details regarding the naturalization of aliens who serve in the armed forces may be found in BuPers Circ. Ltr. No. 40-45 (NDB, 15 Feb. 1945, 45-164).

Reclassifying of Reserve CEC Officers Simplified

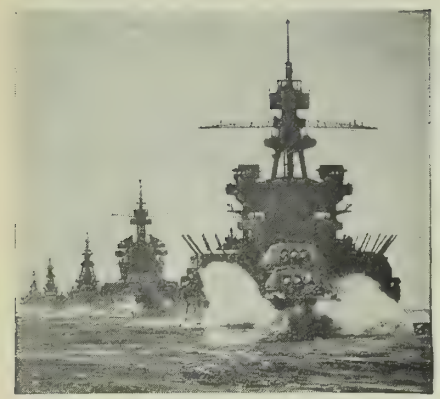
To simplify the reclassification of Civil Engineer Corps reserve officers, all cargo handling specialists (stevedores), now classified CEC (S3), are being changed to CEC(S). All other Civil Engineer Corps reserve officers who have been classified CEC(S), CEC(S1) and CEC(S2) are being reclassified as CEC, USNR.

The directive which provides for this change, BuPers Circ. Ltr. 38-45 (NDB, 15 Feb. 1945, 45-162), states that the changes will be made by BuPers and that it will not be necessary for activities which have already reported to forward corrected classifications.



Tadcen Topics (Camp Elliott, San Diego)

"It not only looks like salt, Miss Smith, this



THIS MONTH'S COVERS

• FRONT COVER (and above): In a scene reminiscent of pre-war maneuvers, battlewagons lead a procession of 7th Fleet warships into Lingayen Gulf for the naval bombardment that cleared Luzon beaches for the first Yank landing on the main Philippine Island. (Official U.S. Navy photograph) • INSIDE FRONT COVER: Stopover for winged freighters of the Naval Air Transport Service (see p. 31), Johnston Island is a crossroads on NATS's 31,000-mile network of Pacific skyways. (Official U.S. Navy photograph) • OPPOSITE PAGE: A Coast Guard seaman uses an anchor for a pillow as he catches 40 winks between tasks on a combat ship in the North Atlantic. (Official U.S. Coast Guard photograph)

DISTRIBUTION OF THE INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as 43-1362 in the cumulative edition of Navy Department Bulletin) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the BuPers INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the INFORMATION BULLETIN has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required: requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly.

Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of four copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

FOR PERSONAL COPIES, SEE PAGE 1.

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THE INFORMATION BULLETIN IS FOR

ALL HANDS

PASS THIS ONE ALONG AFTER YOU HAVE READ IT

ASLEEP ON THE DEEP

WHAT IS A SAILOR?

"A SAILOR is a guy who is worked too hard, gets too little sleep, takes verbal abuse no civilian would take, does every imaginable kind of job at any imaginable hour, never seems to get paid, never knows where he's going, can seldom tell where he's been—yet accepts the worst with complete resignation, and last but not least, he really kinda likes it! You know why?—When you're dog tired, been up since 4 A.M. working like hell all day, and about to hit your sack at 8 P.M., a voice shouts 'turn to on a work detail!' Then you unload a ship's cargo of perishable refrigerated foods.—You are ready to die by 2 A.M., but the job must be finished before dawn.—Soon you don't care if you live or die, and suddenly, you're a sailor, it's over, and you did it and you think of all the people you know and how they would react under the circumstances and you begin to grin. You grin because you ain't scared of nothing, and it is a fact that there is no ordeal you can't face—and you know it!"

—from a sailor's letter.

★ ★ ★ ★ ★

BUREAU OF NAVAL PERSONNEL

INFORMATION BULLETIN

APRIL 1945

NAVPERS-0

THIS MAGAZINE IS FOR
ALL HANDS
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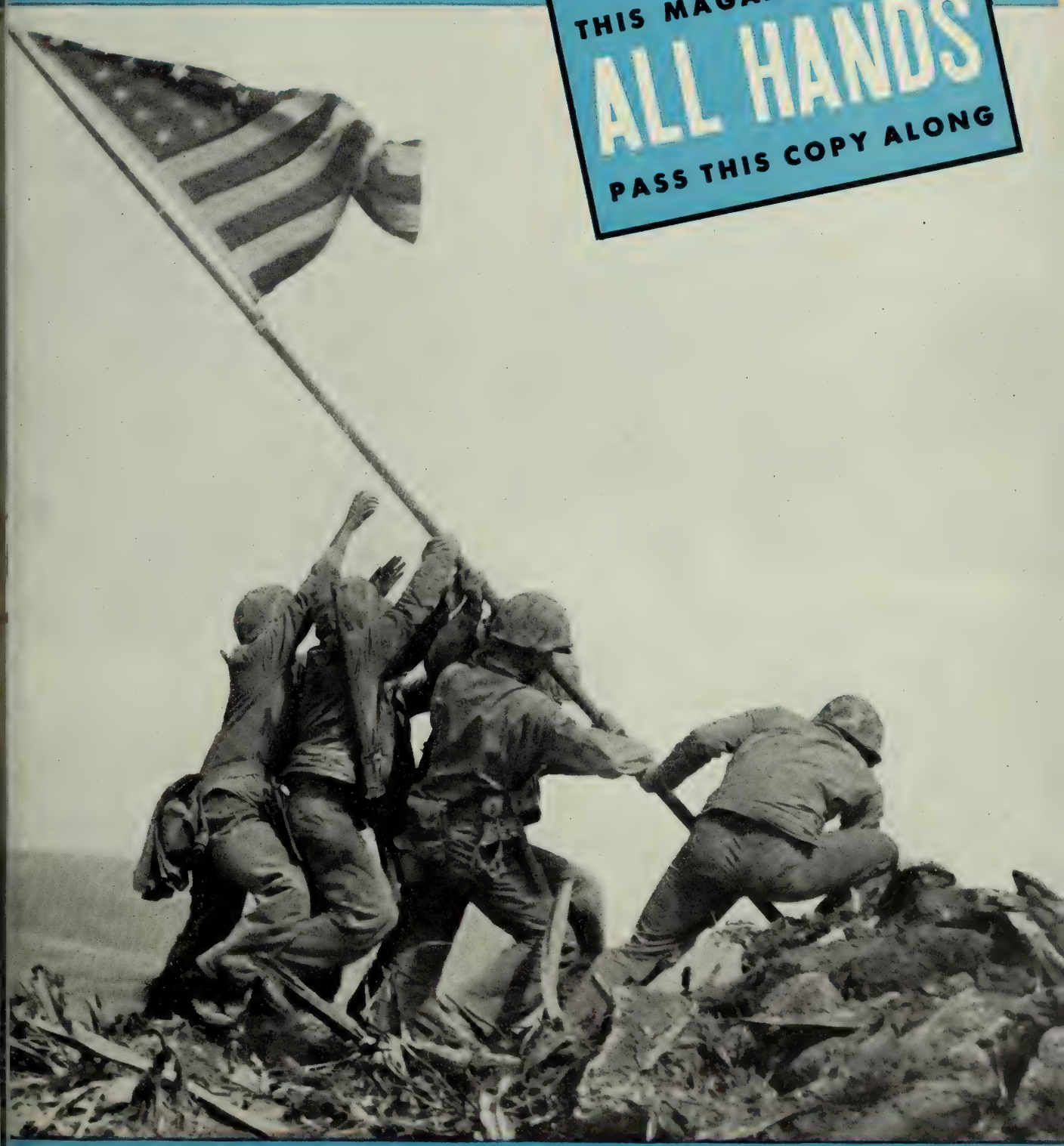

IWO: D-PLUS-FOUR

DAY'S WORK DONE

BUREAU OF NAVAL PERSONNEL

INFORMATION BULLETIN

APRIL 1945 NAVPERS-O NUMBER 337

VICE ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel

REAR ADMIRAL L. E. DENFELD, USN
The Assistant Chief of Naval Personnel

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This magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. By BuPers Circular Letter 162-43, distribution is to be effected to allow all hands easy access to each issue (see page 80). All activities should keep the Bureau informed of how many copies are required. All original material herein may be reprinted as desired.

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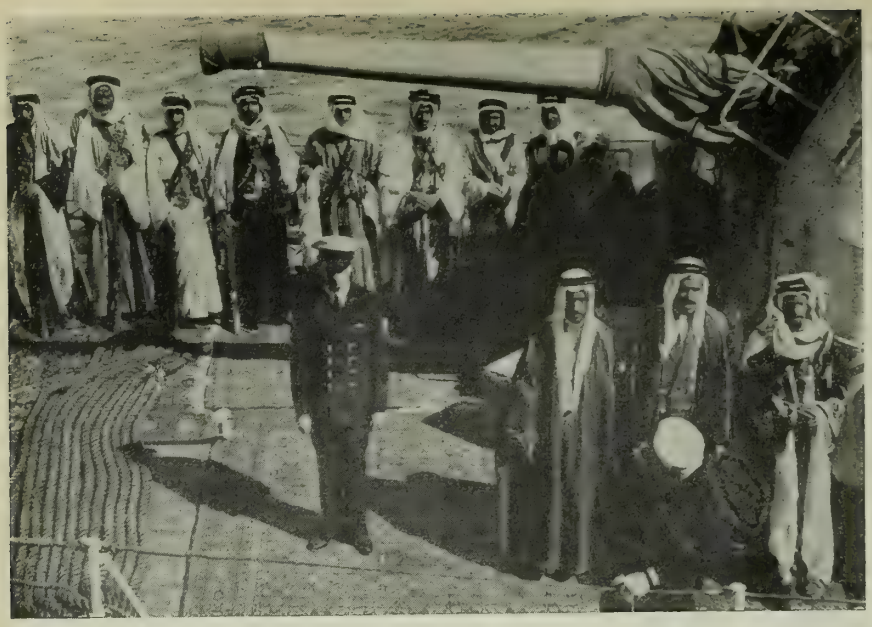


Official U. S. Army Signal Corps photograph

Members of King Ibn Saud's entourage on rug-covered deck of U. S. destroyer.

MISSION TO ARABIA

The following article is excerpted from a recording made for the Office of Naval Records and Library by Ens. W. B. McCarthy, USNR, *an officer aboard Destroyer "X," one of the ships assigned as escort for the cruiser which in February carried President Roosevelt to Malta where he met Prime Minister Churchill and flew on to their conference with Marshal Stalin in the Crimea. At Malta, Destroyer "X" was detached to proceed to Jidda, Saudi Arabia, via the Suez Canal and the Red Sea, embark King Ibn Saud and party and transport them to Great Bitter Lake, in the Suez Canal, for a conference with the President on his way home from Russia.*

IT was in the Red Sea, the day before our arrival at Jidda, that the story was given to the crew. All of us were told where we were going, whom we were going to pick up and approximately how long they would be aboard. The officers immediately devoured three volumes of the Encyclopedia Britannica for information on Ibn Saud, Saudi Arabia and Jidda.

We arrived at Jidda at 1030 the morning of 11 February and anticipated entering the harbor at high noon so as to see the reefs off Jidda in their best light.

We were met by a pilot who, it seemed, was not anticipating us but merely floating around there in his dow, sleeping and fishing and hoping for a ship to come in. He boarded us, ran up to the bridge in his bare feet and entered the pilot house, told us his name and requested of the captain permission to take the ship in. He had been a pilot for a commercial line before the war and had traveled about the world. He spoke very highly of himself, and we thought very highly of him by the time the trip was over.

He was very interested in the depth and the color of the water. A mountain top gave him a good bearing, and charts failed to interest him. But he was a very good pilot. We anchored approximately 3½ miles from Jidda, not taking any chances on going up on reefs.

The captain and the commodore (his flag was on Destroyer "X") got contact with the shore and obtained permission to go ashore and make arrangements with the U. S. Legation. Col. William Eddy, the American minister to Saudi Arabia, was there to welcome them.

We were to take aboard 48 Arabs—the King, his brother, his two sons, five ministers of various kinds, servants, cooks, porters, officers of the Army, communications officers and various aides.

The Sheep Arrive

Col. Eddy had been the only one in Jidda to be informed of the trip. He had kept it a secret to himself until the very day we arrived, when he informed the Legation why an American warship was entering Jidda for the first time in history. The King himself, coming down from Ryadh to Jidda, had kept the secret to himself until his caravan had arrived and he saw the ship in the harbor.

Five thousand feet of canvas was sent out to the ship that afternoon to build the King's tent. It had been decided that the King needed something under which to pray. A small covering was the original decision; from there it grew until eventually we covered our entire gun mount No. 1 aft from our anchor windlass to the break of the deck, approximately 1500 square feet.

We began building it at 2200 and finished the next morning about 1100. The main worry, of course, was how long the tent would stand up once we got underway—the Red Sea is not smooth, and a destroyer does not ride like a battleship; and above all, we didn't have the equipment on hand to build something like this. No doubt the Bureau of Ships will supply plans to destroyers in the future for building tents when necessary.

That morning many boatloads of sheep were sent out from Jidda by the King. It was his idea to consider us as his guests for the trip; he planned to feed the entire crew. He therefore sent out some 80 sheep that we were to keep on the destroyer and take with us to Great Bitter Lake. Through Col. Eddy and much discussion we were able to convince him that such a thing was impossible; that we had plenty of food for ourselves.

The King then decided on 12 sheep for his own company. These were lifted aboard the fantail over the propeller guards, and we built a corral on the fantail for them, stringing lines between our depth charge release racks. There the sheep were tended by a native shepherd.

The King's group next began to bring aboard their rugs and trunks and various other living essentials—huge pots and pans for cooking; large gilt-covered chairs for the King and his son and brothers; rice, fruit, watermelon, onions and tomatoes.

That afternoon the King himself arrived. We were in full-dress uniform, manned the rail for him and fired a 21-gun salute with our 40-mm. antiaircraft gun. From Jidda there was a salute in answer from a very ancient field piece.

The King is a very large man, six foot four, weighs well over 250 pounds and carries himself truly like a monarch; but he has a very active life, has fought many battles, and it is impossible for him to go up ladders or to take high steps. So instead of bringing him aboard the ship from the whaleboat up the gangways, we hoisted the whale boat aboard with the King in it, swung her in against the skids, secured her and let the King step out. He enjoyed the whole thing immensely.

We left Jidda that evening at sunset, the pilot again taking us out. As he left the ship the captain presented him with a letter, with the destroyer's picture on top, saying that the pilot had taken the first U. S. warship into Jidda this date, and so on. We left in a rather heavy sea.

That evening the commodore and the King dined together with the royal princes. The tent on the forecastle had been decorated with all the trappings that a King of Arabia would normally expect to have in his own

Arabs Tented on Forecastle, Sheep 'Grazed' on Fantail As U. S. DD Carried King Ibn Saud to Meet President

Official U. S. Navy photographs

ON FANTAIL a sheep is slaughtered by an Arabian servant. In foreground others "graze" on the steel deck.

TENT "pitched" on the DD's forward deck shields her guests from the sun as the ship moves up the Red Sea.

private apartments. Great rugs had been spread on the deck—very beautiful, very deep, evidently very expensive. His throne was there, and we had rigged temporary lights under the tent.

These temporary lights, plus the various small charcoal stoves that the Arabs had set up about the ship, prevented us from darkening ship that night and every other night that the King was aboard. Because of the charcoal fires we found it necessary to set a security watch, a fire watch and a tent watch. One fire was started in our upper handling room of No. 2 mount but was discovered, of course, in good time and put out. The stoves were then brought out on the deck, where any embers could be blown over the side or could be put out without any great difficulty.

The Arabs not in the royal party slept about the deck in rugs. One of the royal princes put a tent over the 20-mm. gun by our No. 2 stack and slept under that. The King himself rigged up a small tent within the large tent that first night and would have stayed there the entire trip, I imagine, if we hadn't taken one or two large waves over the bow about two or three in the morning, forcing the King to leave. He then occupied the commodore's cabin, sleeping there each night and using the tent in the daytime.

King Holds Court

The next morning was perhaps the busiest of our voyage. After breakfast the King had a throne set up for himself aft of the No. 3 gun and there, with his sons, his brother, and Col. Eddy, held an audience at which time he met all the officers of the ship. We shook hands with him, saluted him and spent 5 or 10 minutes posing for pictures and talking with him, the conversations being translated by Col. Eddy. As we left we saluted him again, and he insisted on shaking hands once more. It's part of his procedure in greeting American guests always to shake hands with them—one of the American customs he follows, being a very splendid diplomat.

Following that we put on a show for him as best we could. We are not built for pleasure, but the things we do have can entertain a person who is not familiar with them. We fired our 20-mm. and 40-mm. guns, and our depth charges, which fascinated the King and seemed to terrify most of the Arabs. Formality between the crew and the Arabs had broken down completely and all were splendid friends.

The guns carried by the King's 10 bodyguards, men chosen from the 10 principal tribes in Arabia, were clogged with sand from their last encampment. As a gesture of friendship, we cleaned them. We also cleaned their swords. It is an Arab tradition that swords are never drawn unless they are to be bloodied. This was the first time, I believe, that the tradition has ever been broken.

After lunch we showed our movies in the wardroom for the Arabs. The first movie was *Janie*, and the King's party seemed to enjoy that very much. We then showed *Best Foot Forward*, which has a great deal of music, and that brought down the house. We began with a very small audience, and by the time we finished there was hardly room left to breathe. The Arabs were sitting on the tables and everywhere else they could find.

Arabian-Style Dinner

That evening at sunset, sunset as determined by our quartermaster, we were invited to dine with the King on the forecastle. The tent deck had been covered with white tablecloths from

(*Continued on page* 57)

Officers and men of destroyer salute as the King is piped aboard at Jidda.

BATTLE FOR IWO

Official U. S. Coast Guard photograph

PERSUASIVE knock on the door of fortress Iwo Jima was given by heavy guns of the USS Tennessee, lying close inshore. Landing craft pass her on their way to beach.

SOFTENING UP Iwo in support of our sea and la operations, Navy Hellcats (below) snarl low over island paste the Japs. In background, ships of invasion flee

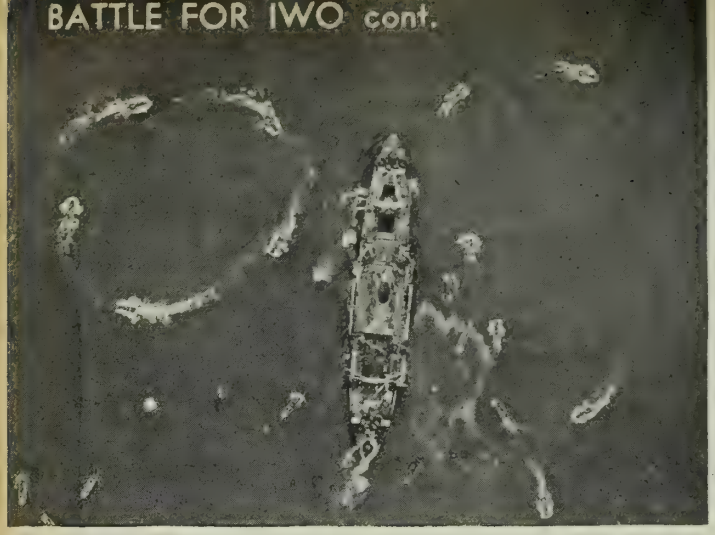
Official U. S. Navy photogr

Official U. S. Navy photograph

LANDING craft look like comets as they dart for Iwo's southeast shore where the first wave hit. Mt. Suribachi, which Marines call Mt. Plasma, rises from pall of smoke.

MARINES of 4th Division charge from landing craft (below) on to volcanic beach, already a smoking hell of wrecked equipment and wounded from heavy Jap fire.

Official U. S. Marine Corps photograph



Official U. S. Navy photograph

FROM AIR, landing craft present a curious pinwheel pattern as they circle near a transport, awaiting H hour.

Official U. S. Marine Corps photograph

PINNED DOWN by Jap fire, marines hugged a sand dune at water's edge for a time, then fought their way inland.

Official U. S. Marine Corps photograph

ROCKETS were used by both sides on Iwo. With hit-and-run trucks like these, marines eluded Jap's counterfire.

Official U. S. Marine Corps photograph

FLAMETHROWERS were employed by marines to smoke the Japs out of dug-in defenses at foot of Mt. Suribachi.

JAP GRENADES COULDN'T STOP MARINES

"The United States flag," announced Pacific Fleet Communique No. 298, "was formally raised over Iwo Island at 9:30 a.m. on 14 March, although some resistance continues." But the flag-raising that will be remembered by history was the informal one atop Mt. Suribachi on D-plus-four, 23 February. There, battle-grimed marines of the 28th Regiment, 5th Division, lashed the Stars and Stripes to an iron pipe and stuck it up in volcanic ash, triumphant symbol of the bloody path they had cut to the summit they dubbed Mt. Plasma.

Associated Press cameraman Joe Rosenthal caught the action in what has been acclaimed the greatest photo of World War II (see front cover). A bill to have the picture translated into a monument has been introduced in Congress by Rep. Joe Hendricks of Florida. In the following story, T/Sgt. Keyes Beech, Marine Corps combat correspondent, describes the fighting that paved the way for the Suribachi flag raising.

THE raising of the Stars and Stripes on the crest of Mt. Suribachi was one of the hottest flag-raisings ever staged anywhere.

Even as Marine Platoon Sgt. Ernest I. Thomas, 20, of Tallahassee, Fla., and his men began to set up the flagpole a Jap popped out of a cave to hurl a grenade at them.

Other grenades followed, and Thomas and his men went after the Japs while two marines stayed to protect the flag. The flag-raising continued after the grenade-throwing Japs were cleaned out.

In the four-day battle that ended when the flag was planted on Mt. Suribachi, these things happened:

A lone marine charged an enemy pillbox and was met by a saber-swinging Jap lieutenant. The marine grabbed the saber with his bare hands, took it away from the Jap and cut off his head.

Two companies of marines engaged in a grenade-throwing contest with the Japs, not daring to use rifles for fear of hitting their own men. When daylight came they counted 77 dead Japs in the area.

One marine, alone, stormed a pillbox and killed 10 Japs before he himself was killed.

Two squads of marines were isolated by enemy fire at the base of Suribachi, 200 yards ahead of their lines. Two of the marines were killed, eight wounded. The rest fought their way back in the darkness, dragging the eight wounded with them.

Jap mortars are good, but so are ours. So good, in fact, that one night a Jap ran up to a Marine mortar emplacement and shouted, "Cease firing!"

Marine demolition crews planted a 180-pound charge in a cave at the

Official U. S. Marine Corps photograph

WIREMEN of 5th Division race across field swept by Jap guns to set up communications between front and rear.

Official U. S. Coast Guard photograph

SUPPLIES from LSTs and LSMs begin piling up on Futatsune beach only a few hours after marines won a toehold.

Official U. S. Coast Guard photograph

ARTILLERY set up on the beach pumps shells into Jap strong points so that Marine infantry can inch forward.

PRISONERS were few, but here are three captive Japs. There were virtually no civilians on the fortress island.

IN THE HOTTEST FLAG-RAISING ANYWHERE

foot of Suribachi. A Jap picked it up and set it outside the cave, then turned around and started back in. The marines shot him and put the charge back where it belonged.

A Jap scrambled out of a pillbox and took off with a marine hot on his heels, jabbing a bayonet at his rear. But another marine cut down the Jap with a Browning automatic rifle.

Sgt. Edward D. Jones spoke enough Japanese to tell a wounded Jap to come out of a pillbox. The Jap refused, until Jones threatened to use a flamethrower. The Jap, second prisoner to be taken on the island, told Jones his father runs a grocery in Hawaii.

First Lt. Harold H. Stirling and his platoon met a dawn attack by 40 or 50 Japs. Just 60 minutes later the platoon had wiped out all of them with loss of two marines killed and several wounded.

"I guess you could say we caught hell," said soft-spoken platoon Sgt. Thomas, who led the group of marines in raising the national colors over Suribachi.

"In my platoon we lost 17 men out of 46 at one time. That was when our platoon leader was wounded and I had to take over.

"After that," continued Thomas, "I don't remember much. I think I led some tanks to fire into pillboxes and caves.

"I remember a Jap coming out of a pillbox and setting up a Nambu (machine gun) on top of it. I think about 50 of us shot him at once.

"A marine climbed up on a pillbox with a demolition charge. A Jap came out of the pillbox—he didn't know the marine was there—and started to run away. This marine leaped on his back, and killed him with a knife."

OLD GLORY is lashed to iron pipe by three marines of 28th Regiment as first step in raising flag on Suribachi. The raising is pictured on front cover.

INSIDE JAPAN

Enemy Home Front Is Tough and Well Organized; Despite Privations, It Shows No Sign of Cracking

CIVILIAN hardships are increasing in Japan, the Office of War Information reveals in a report on the Japanese home front, but even after years of war, and in the face of increasing privations and the mounting tempo of Allied attack, the 75,000,000 Japanese remain solidly mobilized behind their government.

United States Government officials agree, OWI said, that although victory over Japan is certain, there is as yet no indication of a crack in Japanese civilian morale.

Facts for the report were obtained from the Foreign Economic Administration, which makes continuous studies of Japan's social and economic position; the Federal Communications Commission, which monitors Japanese domestic and foreign broadcasts; the Overseas Branch of OWI, which maintains a staff of regional specialists on the Far East, and other official sources.

Joseph C. Grew, Under Secretary of State and former United States Ambassador to Japan, said:

"Japanese civilians, although undergoing privations and living under severe restrictions, are doing so willingly and energetically. Japanese men, women and children are organized for war to an extent that we Americans, with our democratic tradition, find hard to understand. Japan's low standard of living, stringent diet, and the long working hours to which her people are accustomed, make home front conditions that seem like privations to us appear only discomforts to the Japanese.

"The Japanese are a disciplined and regimented people. We must realize that behind the Japanese fighting man whom we are even now in process of defeating stands a determined foe, the Japanese civilian, with whom we must also reckon before achieving eventual victory."

Some highlights of the report follow:

Rationing and Shortages

Food. Not a single item of food can be freely bought in Japan. Rice, salt, eggs, fish and other staples have been rationed since 1941; sugar since 1940. "Luxury" foods such as bread, meat, milk, candy and cheese, popular among city dwellers before the war, are virtually unobtainable.

The yearly rice consumption has been cut from 370 pounds per person to 40 pounds. For an adult male doing light work, the daily ration is ¾ of a pint of dry rice. Fish, second most important food in the Japanese diet, is also difficult to obtain.

Supply of rice and fish has been reduced by the war. Never self-sufficient in foodstuffs, Japan relied on imports. The shortage of ships has cut off imports from the south. Fish supply is short because there are not enough fishermen, and because fishermen lack boats and fuel. Since the Japanese coast is heavily mined, many fishing boats have been accidently sunk. More than 80 boats and about 900 fishermen were lost in two years off Kyushu. Fishing boats have only enough gasoline to operate 4½ days a month.

Food rationing. The entire production of staple foods is bought up by a central food corporation, which provides first for the armies and sells the remainder to local food corporations, administered by local governments. Food rations are delivered to consumers through neighborhood associations. Each association serves 10 families.

When distribution fails. One Japanese village stretched a 15-day supply of rice rations for a month—even though fish was almost unavailable and there was no meat. Transportation system, dislocated and overburdened by freight movements, had broken down. Adults in Aichi prefecture went an entire month without sugar rations.

Black market. At a meeting in March 1944 to discuss the black market problem, a high Japanese official was reported as inquiring seriously: "How would it be if someone experimented to learn if it were possible to live on one's ration without black marketing?"

Buying food from the black market has become a common practice. Prices for "yamatorihiki" (bargaining in the dark) may be four times as high as ceiling prices. Officials' radio speeches indicate that "the black market rules the wartime economy of Japan." Rice, however, cannot be obtained on the black market.

Although it is punishable by fines up to 1000 yen ($230), many Japanese claim "ghost" relatives to obtain extra food rations. Secret barter, hoarding and bootlegging of food have also appeared.

Clothing. Nearly every item of wearing apparel was rationed in Japan as long ago as 1942. The situation has deteriorated even further since then because: (1) ration points per person have been reduced, and the number needed to buy a specific garment has been increased; (2) newly manufactured clothing is of inferior quality, most of it made from "sufu," a synthetic cotton fabric that shreds after two or three washings; (3) available cotton has been earmarked mainly for war purposes.

LONG-SLEEVED KIMONOS are seen less often in Tokyo streets today as women help conserve silk for parachutes by wearing overall-type garments.

THEATERS have been closed by the thousands in Japan to bolster manpower. Pictured is Tokyo's largest theater.

CRABS are part of fish diet Japan reaps from the sea. Sea food has been cut by gasoline shortage and Jap mines.

The Japanese are trying to conserve 10% of their silk clothing material, so that fabric for 900,000 parachutes can be obtained. In the streets of Tokyo, members of the Japan Women's Association pass out cards to women whose kimono sleeves are of pre-war length. The cards read: "This is the time of decisive warfare. Please cut off your long sleeves." Seven out of 10 women have discontinued wearing long-sleeved kimonos, traditional Japanese women's wear for centuries. In their place they are encouraged to wear a type of overall.

Footwear. No leather shoes are available to Japanese civilians through legitimate channels. Wartime shoes are made of a linen cloth, fishskin or paper. Shoes of paper fall apart after a short time. Wooden clogs are rationed.

Fuel and other rationed goods. Matches, medicines, charcoal (most common Japanese home-heating fuel), gasoline, coal and kerosene are rationed. Match rationing began in 1940. There is no coal for private use. Gas and electricity are not allowed for heating.

Housing

An acute housing shortage prevails in Japan. As the bombing of Japan is intensified, this will be aggravated. Because the average Japanese home is flimsily constructed, mostly of wood and tile, 150,000 homes must be rebuilt yearly under normal conditions. For the last two years there has been virtually no housing construction except in the large cities. A number of houses have been destroyed in constructing wide highways across Tokyo to act as firebrakes.

In 1939, when non-essential construction stopped, the Government planned to build 300,000 low-cost housing units. By the end of 1942, only 4,000 units had been completed.

Despite rent-control measures, Tokyo rentals rose 150% between 1937 and 1943. In addition, repairs must now be paid for by tenants instead of landlords.

Manpower Problems

Stringent job controls and the Government's struggle to mobilize every worker, regardless of age or sex, indicate that Japan has an acute manpower problem.

National labor draft. Every Japanese is expected to work, by Government edict. All male inhibitants between 12 and 60, and all unmarried females between 12 and 40, must register with the labor exchange. Seventeen occupations are classified as nonessential to the war, among them: servant, salesman, elevator operator, actor. These jobs are filled exclusively by married women.

Working hours vary, mostly from 12 to 16 hours daily; the average is 11.4 hours. Workers get two days off each month for rest.

Public projects not contributing directly to the war effort have been suspended. Civil service personnel has been reduced 5%. Employment of the very young and very old has increased. University departments, except those offering technical or military training, have been closed.

Schools have concentrated study hours so that pupils could report for war jobs during the hours thus conserved. Thousands of university students work part-time in factories. Lower-grade pupils, even as young as 12, work after school hours and on Sundays. Children in the Shimizu primary school make airplane parts.

Some 10,000 teachers and ministers of the Shinto, Buddhist and Christian faiths contribute time to the making of planes and munitions. Many of Japan's 170,000 Buddhist priests have doffed their robes to do unskilled work in the armanent industry.

Farm workers. Manpower has been drained from Japanese farms into industry and the military services; 58% of the remaining farm workers are reported as doing part-time or seasonal work in industry. In Japanese villages there are very few men of 21 to 30. Most of the farm work is done by women.

Women workers have always done a large proportion of the heavy manual labor in Japan. Even before Pearl Harbor 30% of employees in Japan's major industries were women. They even mined coal. In 1942 approximately 83% of textile workers were women. In August 1944 Tokyo radio stations broadcast that employment of women in certain war industries must be stepped up from 10 to 60%.

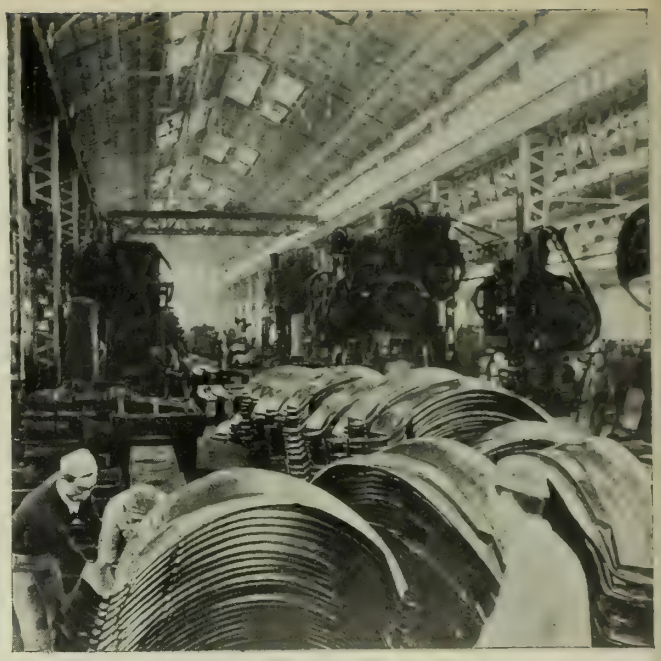
Women are doing more work on Japanese farms. It was reported in one prefecture that "there is not even one family in the village whose husband has not been called to the Army. As a result we women have to get up at half past four in the morning. . . . For us there is no difference between daytime and evening, for we are busy from early morning until dark. . . . We are unable to take any rest before ten."

Foreign labor. The Government has stimulated efforts to import laborers from China and Korea. In 1944, Koreans constituted between 35 and 40% of the pit workers in Japan's coal mines.

Before the war these Koreans came into the country on a two-year contract. Efforts are being made to induce them to stay longer: increased allowances, better living accommodations and the opportunity to have their families join them.

The Japanese are reported to have kidnaped Chinese and forced them into labor battalions. Herded into trucks, the Chinese are taken to places where

WOMEN comprise 83% of Japan's textile workers. Here one displays vegetable fiber used for synthetic cotton.



MANUFACTURE of military autos and trucks is a Japanese priority war industry. Average work day is 11.4 hours.

they are needed as labor gangs or unskilled factory hands.

Wages and Living Costs

Wages in Japan are low by western standards. But the wages are supplemented with bonuses, sickness allowances, holiday gifts, dormitory or housing accommodations, "living out" allowances, retirement and discharge pay.

One survey reported that the average wage of Tokyo factory and office workers was $16.10 a month, and that a few married couples earned as little as $9.20 a month. Higher wages were paid in heavy industries and to seamen. The wage scale pegged by the Government in 1941 provided 22 to 76 cents a day for male workers in factories and mines, 13 to 27 cents a day for women.

To promote further savings and check a trend toward inflation, the Finance Ministry installed a system whereby 30% of salaries and 70% of all bonuses of higher officials earning more than $34.50 a month were paid in national bonds or promissory notes deposited in savings accounts. This system was "recommended" to private enterprise.

Increased living costs. According to official figures, however, wages are not keeping pace with the increasing cost of living. Although runaway inflation has been avoided, the cost-of-living index in 1942 was 54% higher than in 1937. Between 1937 and 1943, real earnings of Japanese workers (i. e., the amount of goods and services their wages will buy) declined more than 40%, thus reducing their standards of living sharply.

All Japanese prices were frozen at the September 1939 level at the same time as a wage-stop decree was promulgated in October 1939. Official prices of many important items have been raised, however, in response to pressures. Some goods are available only on the black market at prices four times those listed officially. The quality of Japanese consumer goods has deteriorated markedly.

Air Raid Defense

Japanese civilians, especially those living in highly industralized areas which American B-29s have bombed, and such metropolitan districts as Greater Tokyo, are prepared for enemy air raids at any time, day or night. War workers are expected to report for work in war plants, regardless of air raids. Drills, both in industrial and residential areas, are reported being held regularly.

In January 1945 the Japanese Cabinet voted a $460,000,000 air defense budget to expand fire-fighting facilities and construct permanent underground shelters for key government offices. The size of this appropriation may be measured by comparing it with the entire war expenditures of the 1941-42 budget — $1,122,400,000. Approximately 41%.

In no part of Japan is civilian defense more elaborate than in Tokyo itself. Japanese living in the Tokyo area are required to wear standardized identification tags around their necks, giving name, address and blood type. Air defense moats have been built in 35 sections of the city. Shelter trenches have been dug along sidewalks. Essential materials, such as foodstuffs, supplies for infants, clothing, fuel and housing materials, have been stored in places considered safe from air attack. Rice porridge canteens have been set up in Tokyo municipal mess halls.

Evacuation plans. Compulsory evacuation of non-essential civilians has been carried out in the principal Japanese cities of Tokyo, Yokohama, Kobe, Kyoto, Yokosuka and the industrial areas of Kyushu and Nagoya. Approximately 2,000,000 of Greater Tokyo's 6,700,000 inhabitants have been ordered to leave the city. Fifteen sections of the city were cleared of inhabitants. Residential areas adjacent to factories and railway stations were the first evacuated.

Those with relatives in rural areas were advised to join them and "incorporate themselves into farming life."

Civilian Restrictions

The majority of geisha houses and restaurants and many theaters have been closed. Transportation by private automobile is virtually nonexistent and travel in trains is drastically limited. Taxes have been increased.

The Japanese may not make railroad trips of more than 60 miles, even on urgent personal business, without a police permit. Even for shorter trips, only restricted numbers of railroad tickets are available. Tourist and pleasure travel is prohibited. Sleeping car service has been discontinued, and there are only 16 express trains.

There were relatively few privately owned automobiles in Japan before the war. Today even official cars are powered by coal- or charcoal-burning engines to conserve gasoline.

Other war measures. Apartments in Tokyo are rented according to strict priority regulations. What few private telephones there were in Japan have been transferred to public offices and war plants.

Prices of all kinds of tobacco, except cigarets for the armed forces, have been increased 50% to provide revenue.

A pair of men's leather shoes on the Tokyo black market costs about $69, several month's salary for the average skilled Japanese worker.

No evening newspapers have been published in Japan since March 1944. Morning papers are limited to four pages. Restrictions have also been imposed upon magazines.

SecNav to President:

'One Team on the Field, Another Ready To Go In and Exploit Weaknesses'

The words above are from the annual report of the Secretary of the Navy to the President, and they sum up the principle of the Navy's nonstop, powerhouse operations in the Pacific.

No combat report, such as is Fleet Admiral King's (see p. 25), Secretary Forrestal's report shows what went on behind the scenes to make such combat possible: what problems faced the Navy during the fiscal year ending 30 June 1944, what the solutions were and the results, and what still lies ahead.

"By the end of the 1944 fiscal year," wrote the Secretary, "the United States Navy was the largest in the world. Why, then, do we plan to build more ships in 1945, 1946 and 1947?"

His answer:

"Of course, we must forearm ourselves against heavier losses as we approach Japan, fighting not only her Navy but her air power. But there is another and more profitable reason . . .

"We must maintain and increase the tremendous margin we now have. . . . The Navy's operations in this war resemble the use of multiple teams in football—one team on the field, another on the sidelines, a new, fresh one ready to go in and exploit weaknesses that become apparent. That requires surplus power . . .

"The greater our strength, the sooner our victory."

The Secretary recommended that after the war the U. S. and its Allies should keep fleets capable of controlling the world's oceans: "The means to conduct war must be in the hands of those who hate war."

Highlights from the report:

LOGISTICS is no new problem to the Navy—but its present dimensions are. As of 30 June 1944 the U. S. Navy had to maintain, arm, fuel and repair 1,108 warships, plus 60,191 other craft, and 34,000 planes.

There were 3,623,000 officers and men to be housed, fed, clothed, transported and trained. The flow of men and materials carried 3,000 miles across one ocean, 7,000 miles across another. Fleet operations are based on over 900 shore establishments, including advance bases, some of which are as large as Peoria, Ill., or Columbia, S. C.

To put one Navy air base unit ashore in Kwajalein after our invasion in January 1944, "Orders for the critical equipment . . . had to be placed in September 1942, a year and a quarter before the invasion."

The log of the fast carrier task force of the 3d Fleet shows that at the time the Jap fleet was sighted on 23 Oct. 1944 the carrier force had been away from its base for two months and had engaged in 16 combat actions, ranging over 1,800 miles from north to south. Nevertheless it was able to engage the Jap fleet in the decisive Battle for Leyte Gulf.

Such sustained action, the report added, is "dramatic illustration" of adequate logistic support.

PRODUCTION for the Navy had reached peaks by June 1944 which will probably not be equaled during the remainder of the war. Some records:

- Main items delivered were 42,248 naval craft (32,000 of them landing craft). Among the 678 combatant ships were one battleship, six 27,000-ton carriers, four 11,000-ton light carriers, 69 escort carriers, 13 cruisers, 115 destroyers, 399 destroyer escorts and 71 submarines.
- In the last six months of 1943, Navy Yards and private shipyards turned out 256 DEs—an unprecedented record of nearly three every two days.
- During the next six months, an average of 107 new landing craft hit the water every day: "They made the subsequent invasions possible."
- The 24,000 new combat aircraft accepted exceeded by 80% the total for the three preceding years combined; "Mass production of planes made possible the great naval air battles over the Philippine Sea."

"This record-breaking production was a solid tribute to the power of industrial America," said the Secretary. "The Navy here reiterates its gratitude to the men and women whose genius, skill and devotion made this production possible."

As it faced 1945, the Navy's production problems were: assault ships, rockets, high-capacity ammunition, repair parts.

RESEARCH. The two most spectacular new weapons used in this war are rockets and radar. Yet Navy records show an unsuccessful test firing of a military rocket as far back as 1863, in the Washington Navy Yard. And radar stems back to basic research begun at the Naval Aircraft Radio Laboratory in Anacostia in 1922.

"Wars are fought primarily with weapons which were developed before the fighting began," the report points out. "During war a nation has time only to improve and adapt weapons."

Solution for this, the report advocated, was the establishment by law of an independent agency devoted to long-term, basic military research.

Official U. S. Marine Corps photograph

SECRETARY Forrestal watches as marines hit the beach at Iwo Jima.

TRAINING. "Today the world's greatest naval force is manned predominantly by men who had had no previous seagoing experience. That fact deserves remembering."

Of the officers serving at sea on 30 June 1944, 8 out of 10 were reserves, and the ratio among enlisted men was probably at least as high. Nine out of every 10 aviators serving at sea were members of the reserve.

Combined strength of Navy, Marine Corps and Coast Guard reached 3,633,211 on 30 June 1944, a record increase during the year of almost 1,420,000. Main need for additional personnel: "We moved faster than we had anticipated."

Training them was tackled four ways: expansion of the Navy's school system, "pre-commissioning" training for crews, intensified use of training aids and shortened training periods.

"With ingenuity and courage," the Secretary said, "young Americans of this generation have gone down to the sea, learning to handle and to fight intricate modern warships in a manner which should make the men of this Navy legendary."

HEALTH. Of every 100 marines and Navy men wounded in combat, 98 recover. For the story behind this, see "amphibious medicine" report, on next page.

FINANCE. During the year the Navy got 28 billion dollars to spend (total since 1 July 1940: $118 billion). To provide prompt and accurate accounts of this money and its uses, the Navy adopted several steps, among them: centralized direction of fiscal procedures, untangling of overlapping accounting activities, consolidation of 900 field disbursing offices into 15 regional ones.

The report concluded with a tribute to "the men who have fought and who are still fighting our battles on the sea," and included for the President's attention several typical citations: "The stark recital of some of their deeds is the most eloquent testimony to the patriotism of our bluejackets and our marines."

Official U. S. Marine Corps photograph

NAVY doctors and corpsmen at an aid station on Iwo Jima administer plasma and whole blood to wounded marines.

'AMPHIBIOUS MEDICINE'

Road to Recovery Begins on the Beachhead For 98 of 100 Men Wounded in Invasions

The article on these pages is an excerpt from the Secretary of the Navy's annual report to the President (see preceding page).

BECAUSE 1943-44 was a year of invasions, the predominant problem in caring for the health of the men in the Navy was the task of taking medical care into beachheads.

The solution was the creation of amphibious medicine. The Navy evolved a chain of medical facilities reaching from the corpsmen on the beachhead to aid stations, to field hospitals, thence to special hospital ships, and finally to fleet and advance base hospitals. Through this chain of medical care marines and Navy men wounded in combat moved to safety with such success that, out of every 100 wounded men, 98 recovered.

The twelve months ended 30 June 1944—encompassing the invasions of Sicily, Italy and Normandy, Tarawa, Kwajalein and Saipan—brought about a full-blown development of amphibious medical devices with which the Navy had previously experimented.

Care on Beach

In an invasion the medical care of the wounded begins on the assault beaches.* Assault troops land accompanied by hospital corpsmen who are especially trained and medically equipped to give first-aid treatment of life-saving proportions to wounded men. These corpsmen are the real heroes of our medical organization. They are the first to see and care for the wounded. By the use of plasma, control of hemorrhage and proper splinting they are able to evacuate wounded whose lives might otherwise be lost.

There are eight hospital corpsmen to each infantry company—one corpsman to every twenty-five men in the

*Men wounded in landing craft on the way in are given first aid by the boat crews, who are trained and equipped for that work, and are returned to the ships from which they came.

front lines. In addition to their knowledge of first aid the corpsmen also are taught how to protect themselves from enemy fire and are trained in all phases of an amphibious assault. These men move inland with the advancing troops.

They are soon followed by the battalion aid station, consisting of two medical officers, eight hospital corpsmen, stretcher bearers and jeep ambulances. The battalion aid station begins the collection of the wounded, augments first aid and continues the administration of plasma before evacuation to the beaches or to the field hospital. The jeep ambulance, which was first used on Guadalcanal, has proved invaluable in evacuating casualties from the front lines to the aid station, field hospital and to the beaches. The battalion aid station has two of these ambulances with a total of fifty-two for each Marine Corps Division. Each ambulance is capable of carrying two stretcher cases and two ambulatory wounded men. It is combat-loaded with essential medical supplies, splints and equipment so that it not only acts as an ambulance but also as a mobile first aid unit.

LSTs handled more casualties in 1943-44 invasions than any other type of ship. This one was at Leyte. Wounded were borne through boiling surf to ramp.

Field Hospital Arrives

The next medical echelon to arrive on the beach is the regimental aid station which is soon followed by the field hospital. The field hospital is staffed by five medical officers and seventy hospital corpsmen. It is divided into a collecting company and a hospital section. The collecting company assists, as necessary, with the collecting of the wounded while the hospital section sets up and begins definitive life-saving surgery. For this purpose the hospital personnel have a portable plywood surgery which is brought ashore in landing craft. At Tarawa, two such hospitals were set up and were doing major surgery within six hours after the time they landed on the beach. On Tinian one such hospital was doing major surgery within four hours after landing. There are five of these hospitals to each division, each capable of handling from two to three hundred patients. After treatment they act as holding hospitals for the more seriously wounded who cannot be transported and as clearing units for wounded who can stand immediate evacuation seaward.

The seaward evacuation of casualties begins shortly after the landing of assault troops. A medical platoon which is attached to the shore party commander lands shortly after the assault troops and is responsible for the evacuation of land casualties seaward. The platoon is equipped with essential medical supplies for first aid and with jeep ambulances for lateral communication. Each beach medical platoon which operates on the beach in support of a Marine battalion consists of one medical officer, eight hospital corpsmen and stretcher bearers. Immediately upon landing they establish a beach evacuation station, collect and render first aid to casualties and prepare them for evacuation to the ships. As the ground troops advance inland, the beach medical platoon remains on the beach as a receiving point for wounded men being evacuated seaward from the battalion and regimental aid stations and from the field hospitals. When the beachhead becomes secure the platoons consolidate at selected points most convenient to inland communications. They contiue to function, living in foxholes and subjected to frequent air bombardment, until their job is accomplished. In the Normandy invasion they remained under these conditions for thirty days.

Official U. S. Coast Guard photographs

BOAT CREW, trained and equipped to give first aid to men wounded going into the beach, takes a marine casualty aboard from an amtrack hit off Iwo Jima.

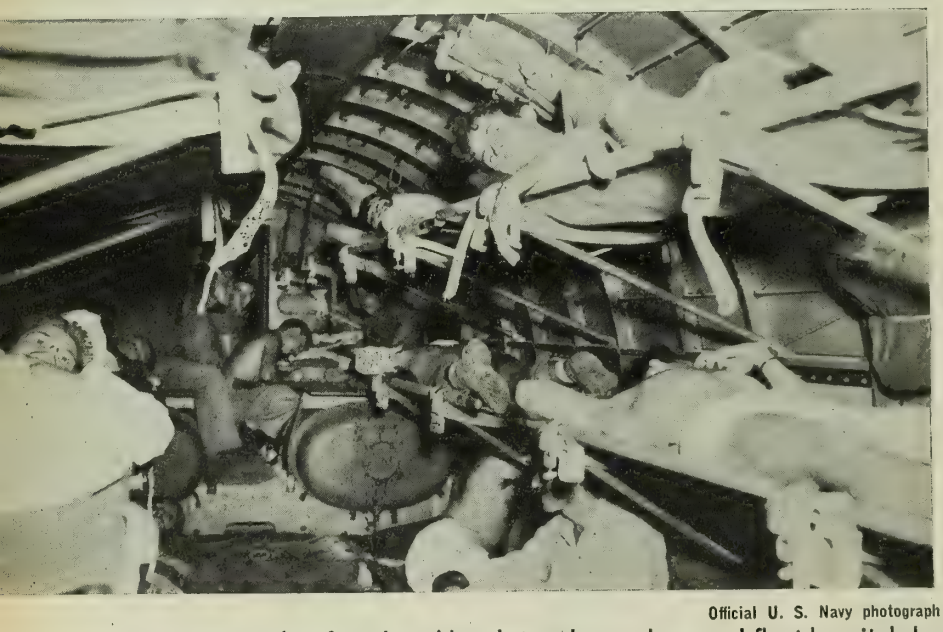
Evacuation of Casualties

The actual method used for evacuating casualties from a beachhead to a ship depends on the character of the terrain and the hydrography of the area invaded. In general, any landing craft capable of landing on a beach is suitable and is used for the return of wounded men to a designated casualty handling ship. In the Pacific where coral reefs are frequent, transfer of casualties from a craft capable of surmounting the reef to faster crafts becomes expedient.

The ships receiving wounded are designated, equipped, and trained

Official U. S. Marine Corps photograph

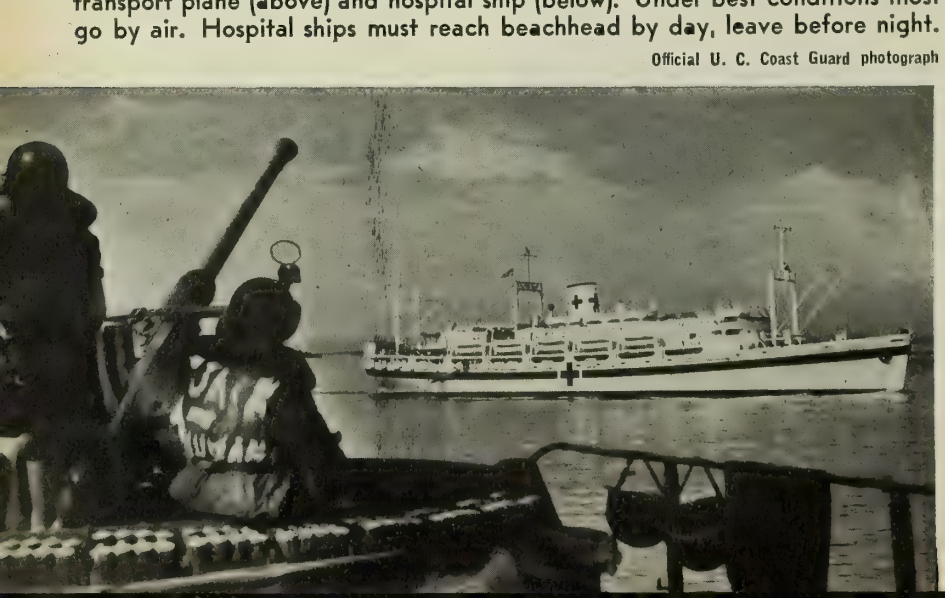
JEEP ambulances, first used on Guadalcanal, are now standard equipment of battalion aid stations. Each Marine division has 52. Here Maj. Gen. William H. Rupertus, who commanded 1st Division on Peleliu, talks to stretcher cases.



Official U. S. Navy photograph

WOUNDED are taken from beachheads to advance base and fleet hospitals by transport plane (above) and hospital ship (below). Under best conditions most go by air. Hospital ships must reach beachhead by day, leave before night.

Official U. C. Coast Guard photograph



prior to an invasion. They are manned with well trained surgical teams and hospital corpsmen and are equipped with the latest surgical equipment and supplies. The ships may include assault transports (APAs), LSTs, hospital carriers (APHs) and hospital ships (AHs). Each type has its particular role. The hospital ships (AH) usually arrive in the combat area on D-plus-one, during daylight, and receive fresh casualties, if the situation demands, or take aboard wounded men from other ships which have reached their casualty-carrying capacity. The seriously wounded are given priority in transfer to hospital ships. The hospital ships depart from the area before nightfall, taking their wounded to base hospitals in the rear. The hospital carrier (APH) is the second type of ship to depart. The assault transport (APA) and the LST are the last ships to leave for the rear areas.

The LST has proved invaluable as a ship for the evacuation of the wounded. It was first used in the follow-up to the Sicily and Italy invasions and later in the Pacific. At the present time it is being used in the Pacific as a casualty control vessel and, in one instance, as a hospital ship. The casualty control LST takes its position near the beach and all casualties from the beachhead are routed to it for distribution. Some of the wounded men are retained on board while others are sent, after examination, to assault transports, hospital carriers and hospital ships.

The LST bears the distinction of handling more casualties during the 1943-44 invasions than any other single type of ship. It is ideal for short hauls where the early discharge of wounded is possible. The arrangements made to handle wounded from the Normandy beachhead were, perhaps, the most interesting. A special fleet of LSTs was designated for this task. They were loaded with combat men and equipment which could be off-loaded on the beaches with special rapidity, quickly freeing the LSTs for their assignment as evacuation ships. Frequently in the early phases casualties were loaded before the ships were completely unloaded, affording the earliest possible care of the wounded. As soon as the combat equipment which the ship brought to the beachhead was out of the way, the LST became both an operating theater and a casualty-carrying ship on its return trip to England.

Low Mortality Rate

In the Normandy operation medical care during the assault phase was exacting because of the nature and the severity of the wounds. Definitive life saving surgery was practiced on a large number of cases aboard LSTs and the majority of the wounded reaching England for hospitalization were in excellent condition. The result: an extremely low mortality rate of three-tenths of one per cent among the wounded reaching England.

These LSTs handled 41,035 wounded as their contribution to the Normandy

(Continued on page 72)

BOTTLED BLOOD

Navy Flies 1,000 Pints A Day to Pacific Area

WITHIN 48 hours after it had drained from donors' veins at five West Coast Red Cross centers, whole blood was reviving wounded men in the Philippines. When the Marines clawed out a beachhead on Iwo Jima, whole blood went right along with them in special landing craft that carried no other cargo.

Approximately 1,000 pints of the precious fluid are being flown out to the Pacific area each day by Naval Air Transport Service, the amount varying as needs change, and medical authorities declare that fatalities have been and are being sharply reduced by the availability of whole blood in sizable quantities.

Although the life-saving value of plasma cannot be minimized and it is still the most widely used restorative—the No. 1 item in each hospital corpsman's front-line supply kit—many wounded need whole blood.

"It's probably the greatest single factor in the saving of lives since the development of sulfa drugs," was the comment of Capt. C. P. Archambeault, (MC) USN, division surgeon of the 3d Marine Division, as he watched quantities of whole blood moving right up to company medical stations at Iwo.

In the Iwo operation, blood collections at donor centers in San Francisco, Oakland, Los Angeles, San Diego and Portland were timed with the departure of fleet transports from the Marianas. NATS planes flew the bottled blood to Guam, the Pacific's blood distribution center, where it was loaded aboard special craft in special containers that required daily ice refreshing. Additional small containers were used to take it ashore. Properly packed, whole blood after 21 days still has 75% of the efficiency of freshly drawn blood.

The special lightweight refrigerators used to store the blood on NATS planes contain 16 pint bottles and are capable of maintaining the proper temperature for more than 60 hours.

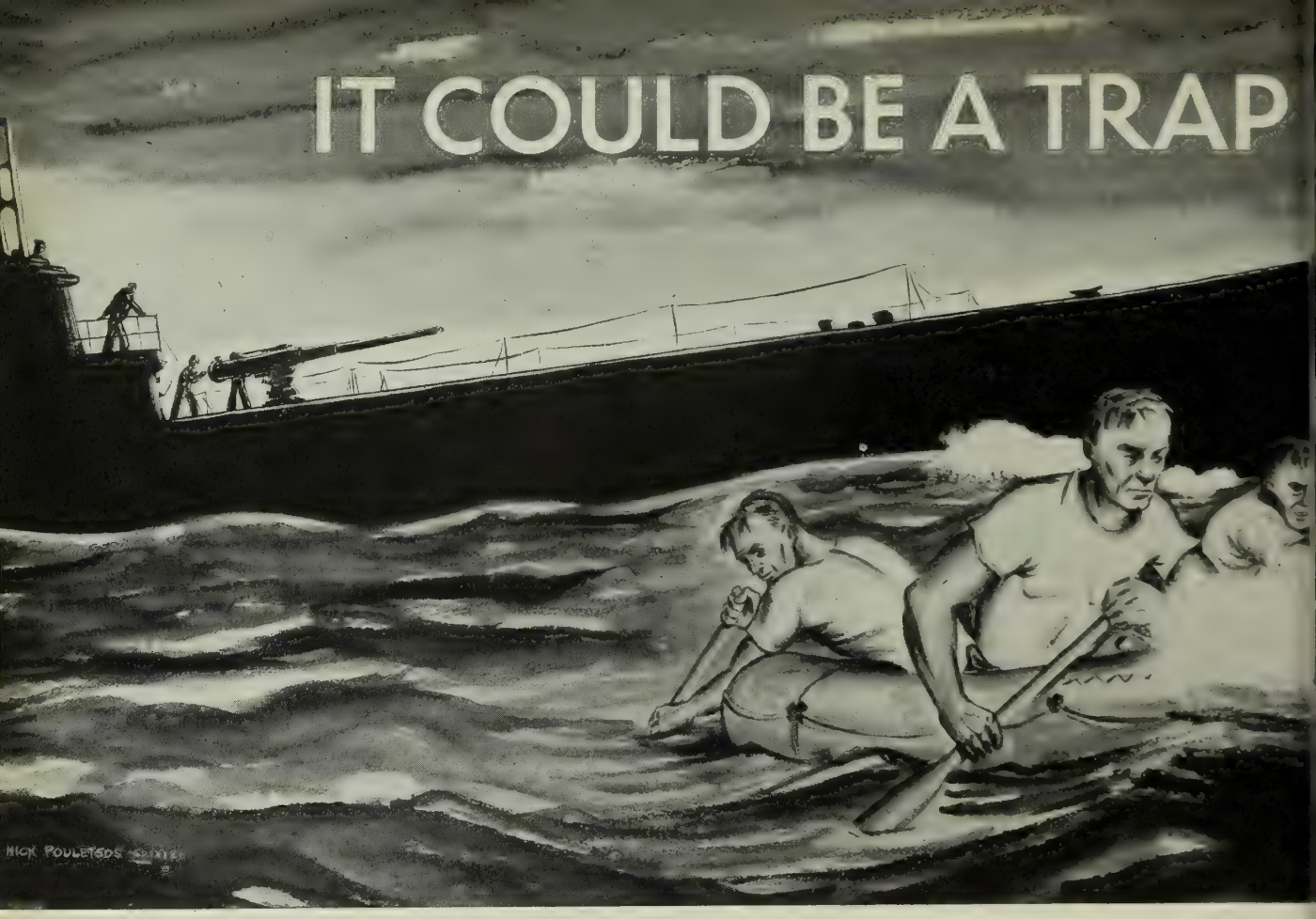
While the Army is responsible for European distribution, the Navy handles Pacific distribution. A blood bank facility has been set up at Guam whence whole blood is supplied to Army field and evacuation hospitals, Marine field hospitals, Navy base hospitals and hospital ships, amphibious forces and major ships.

One of the chief benefits of bottled blood is that it reduces the need of seeking donors among other fighting men. For example, a soldier was about to give a direct transfusion to a badly wounded sergeant near the Ormoc-Limon line on Leyte when the first bottles of blood reached the Army field hospital. The home front blood was used . . . and the would-be soldier donor returned to his duties.

Official U. S. Navy photographs

WHOLE BLOOD, packed in refrigerated cartons, is loaded on NATS cargo plane by sailors (above) to be sped to battle zones. In front area, wounded man (below) is given a transfusion of life-giving whole blood by medical men.

IT COULD BE A TRAP



The Sub Crew Watched Through Gun Sights As the Rescue Crew Paddled to Jap Isle

JAP bullets were winging over the deck of the USS *Harder*. The submarine's skipper was talking to the crew. He was a 38-year-old Texan, Comdr. Samuel D. Dealey, USN.

"I want you to know," he said, "if you go in there, heavy fire from the shore may force us to cut away and back down—and we may not be able to come back after you."

He paused to let it sink in. He was asking for volunteers and he wanted them to know what they were letting themselves in for.

"And another thing," he added, "the Japs may be setting a trap, just waiting for more men to get further in."

It could be a trap. That was the hell of it.

They were lying off an island—a Jap-held island. They had watched a man crawl out of the surf on to the beach. Now he was on his feet, leaning on a pole, waving to them. But was he an American? He didn't have a helmet, a life jacket, or anything that could be identified as U. S. Navy gear. His flying suit was wet and looked black. His face, too, was dark, maybe from sun, maybe from rising-sun. Another funny thing was a second figure on the beach, a native who just squatted and watched.

How many Japs were watching from behind the palms was the question. It was in the back of the captain's mind. It was in the crew's. But when the captain asked who was going in to bring the flyer back, every man wanted to go.

The Rescue Party

The captain had no trouble picking a rescue party. His gunnery officer, Lt. Samuel M. Logan, USN, a Kentuckian who was No. 2 man in his class at Annapolis, headed the expedition. With him went Francis X. Ryan, MoMM1c, USNR, 20, of Shenandoah, Pa.; Freeman Paquet Jr., GM1c, USN, 25, Milford, Conn.; and J. W. Thomason, SC1c, USNR, 24, Danielsville, Ga.

Getting ashore was no cinch. The surf was kicking up. The rescuers had hardly shoved off from the submarine when the seas capsized their rubber boat. A second boat had to be launched. In this the four men fought their way toward the beach.

From the *Harder*, eyes followed the rubber boat as it bobbed across the reefs. Many of the eyes watched through gun sights, for every gun aboard was trained shoreward, ready for Jap trickery.

As they watched, the man on the shore looked as though he were up to something. He was. He had a rubber raft of his own. He inflated it and pushed off weakly into the water. It looked as though he might be trying to elude the men from the submarine as he swung away before the current and the wind. But the rescue party bore down on him and finally closed and grappled with him and his raft.

He was an American flyer all right —Lt. (jg) John R. Galvin, USNR, 24, of Burlington, Iowa.

Lt. (jg.) Galvin had taken off from his carrier, the USS *Bunker Hill*, before dawn for an air strike at Woleai in the Carolines.

The flyers thundered over the target about 0730, and as they dove to attack, the Japs filled the sky with flak. It clipped Lt. (jg) Galvin. Smoke filled the cockpit and flames shot out around his legs. Yanking back on the stick, he pulled the plane up to about 1,000 feet so he could bail out. As he went over the side a hose connection of his anti-blackout suit caught and he crashed into the tail of the plane. His back and right side were wrung with pain. He fell away from the plane and just had time to tug the rip cord before lapsing into a daze.

Swimming for It

Galvin came to in the water, about two miles from land. First thing he did was free himself from his chute. His pack gone and life raft, too, he had to swim for it.

"I could not unzip my anti-blackout

suit far enough to get out of it," Galvin wrote in his report later. "I was able to open the chest zipper, but the leg zippers were tight and refused to budge . . . that zoot suit made swimming extremely difficult, not only because of the weight but because of the interference from the dangling hose."

He lightened himself by discarding his pistol, cartridge belt, knife and one shoe.

"I am not an expert swimmer," Galvin relates, "but I found that by swimming on my back I could make the best headway. I swam on my stomach only occasionally to take a look around to get my bearings . . . After three hours and 15 minutes in the water, I finally made the outer reef of Tagaulap Island where I could rest. I removed my life jacket. I could not stand up because of my injuries and because I was exhausted from the long swim. However, after a short rest, I managed to cover the 400 yards to the beach by crawling and scooting on my left elbow. I was not able to use my right arm or leg."

His face was bleeding heavily from cuts on the coral when he pulled himself cautiously up on the beach.

"I expected to see a bunch of Jap snipers come out of those palms and either shoot or capture me any minute. But there just wasn't anything I could do about it.

"I did not see the *Harder* until it was heading my way as I was lying on the beach. With the aid of a pole, I got to my feet and waved. The sub came up to the reef and then backed off to look for a better approach. After what seemed to be a long wait—15 to 30 minutes—the sub reappeared and came right in to the very edge of the reef.

"Meantime, a TBF had dropped me a raft in response to my request written in the sand. I inflated the raft and pushed off from shore. However, the tide and wind carried me in the opposite direction. I sighted three men in a rubber boat coming toward me from the sub. This boat capsized in the rough water, however, and a fourth man in another overtook the three and this rescue party soon reached me. They put me in their boat and by wading and swimming managed to get me back through the reefs. It was tough going, but by very strong swimming and with the help of a line they made it back to the *Harder* and lifted me aboard."

But this wasn't the end of the rescue story, of which Fleet Admiral Chester W. Nimitz, USN, Commander in Chief, Pacific Fleet, said: "I consider the performance of the commanding officer, the officers and crew of the USS *Harder* one of the outstanding rescue feats accomplished to date in the Pacific Area and in keeping with the highest traditions of the entire submarine force."

New Crew Member

The *Harder* was on war patrol. So Galvin became a member of the crew of one of the Navy's most gallant submarines. It was a new kind of war for a carrier pilot, but the days that followed, some of them full of excitement, were "the most pleasant in my whole life," for Galvin.

The *Harder's* executive officer, Lt. Comdr. Frank C. Lynch Jr., USN, 30, of Devon, Pa., gave up his bunk to the flyer, while food prepared by ship's cook Robert Moore helped nurse the wounded man back to health. Later, Lt. Keith Phillips, USNR, 26, Los Angeles, the *Harder's* chief engineer, gave up a lower bunk for an upper so Galvin with his injuries wouldn't have to climb. The submarine really had a chance to put on a display of hospitality when Galvin's birthday came around. Somewhere under the Pacific, the commissary department baked a cake.

The *Harder* was also cooking with gas dishing out death and destruction, but the recipe is something the Japs would like to know. All that can be said is that when the *Harder* returned to base, Galvin went ashore to have pinned to his shirt, along with his Navy wings, the silver submarine insignia which is awarded for successful underwater attacks against enemy shipping.

Rear Admiral Ralph W. Christie, USN, Commander Submarines, Southwest Pacific, and now Commandant, Navy Yard, Puget Sound, presented Galvin with a card that read: "To a gallant aviator who went AWOL, rejoined the U. S. Navy as a submarine officer, and qualified in one patrol."

The epilogue to the *Harder's* record, which a Presidential Unit Citation called "distinguished" and "brilliant," was written in a communique. On 2 Jan. 1945 she was reported overdue and presumed lost. Four of the men, Lynch, Phillips, Ryan and Thomason, who had figured in Galvin's rescue, had been transferred before her last patrol. But among the missing were Comdr. Dealey, the skipper (INFORMATION BULLETIN, March 1945, p. 58); Lt. Logan and gunner's mate Paquet who went after Galvin in the rubber boat; and Moore, the ship's cook, who nursed the flyer and had a hand in making his birthday cake.

NOW he was on his feet, leaning on a pole, waving to them. . .

SEAGOING CRADLES

Time Was When a Ship Went to Drydock—Now Drydocks Go to Ships in Forward Areas

THEY call it an ARD, and from an aesthetic viewpoint it may be the monstrosity of the U. S. Navy; but its presence in the forward area has enabled hundreds of damaged ships to be repaired near the front lines and hustled back into the fight.

The ARD—auxiliary repair drydock—is a ponderous, mobile hull that can belly down into the water, virtually scoop up a crippled destroyer, pump itself dry and rise to cradle its ailing occupant for repairs.

Service Force, Pacific Fleet, employs more than a score of these strange ships. They have no individual names; only numbers. They are part of the Navy's answer to the forward area rapid-repair problem.

In many respects they are cheaper and more practical than the land-based drydock. Most important of all, they are mobile. They rely on dry land in only one respect: they must operate in sheltered waters where they can moor securely and operate without interference from a swelling, stormy sea.

The ARD is not a wartime invention; but the war has brought to light its extreme practicality and afforded a lot of practice in its use.

Most ARDs can dock anything up to an LST, which is larger than a destroyer. Their tanks are flooded for submerging, an operation which lowers the great hull into the water with the gate in its after end open. When the inner bottom of the hull is below the hull of the ship to be docked, the "patient" is floated into the enclosure. The gate then is closed and the water pumped out. This raises the hull and leaves the occupant, which has been braced and secured on each side to prevent tipping within the basin, high and dry for repair work.

The ARD has no self-propulsion, its mobility depending entirely upon a towing vessel such as a fleet tug. But in many other respects it resembles any large vessel. It has a pointed bow and a bridge and pilot house topside forward, together with comfortable living quarters and wardroom for officers. Most of the crew's quarters, along with the crew's mess, are in the compartments of the hull on either side of the repair basin. The ship's normal complement is about five officers and 120 men. A machine shop with facilities for fairly extensive repair work is part of the vessel's equipment. For the big jobs, however, a repair ship generally works in conjunction with the ARD.

One of the hardest-working veterans in Service Force's fleet of ARDs is *ARD 2*, the Navy's first floating drydock to go outside the continental limits. Commissioned in April 1942, she left the States to complete fitting out at Pearl Harbor, where the crew was given much practical training. Twenty-five destroyers were docked in her basin during her stay there, mostly for improving and modernizing.

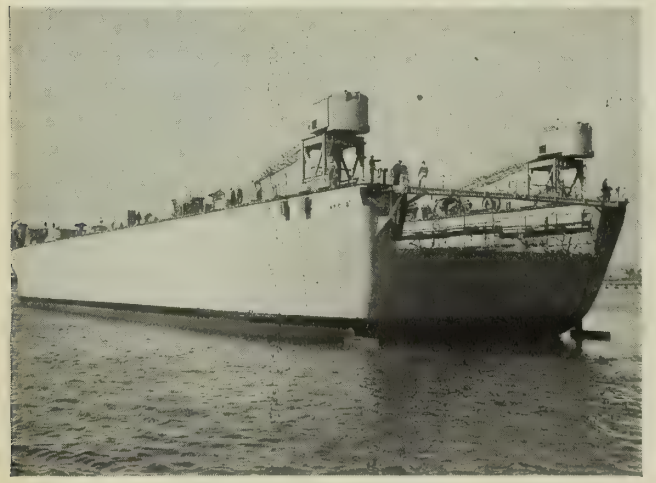
In October 1942, towed by the USS *Prometheus*, a repair ship, *ARD 2* left Pearl Harbor on the long voyage to Noumea, New Caledonia, passing through the then Jap-occupied Ellice islands well within enemy submarine patrol range.

There was a lot to be done at Noumea, and for 20 months *ARD 2* and her industrious crew did it, increasing the number of ships docked to a total believed to be a record for floating drydocks in this war. For the first six months the work proceeded on a 24-hours-a-day basis, with the crew working in shifts. She was the only drydock in the forward area, and the need for her facilities was both extensive and urgent.

On one occasion during those trying months the *ARD 2* cradled three small craft in her basin at once. The largest single ship she handled was the *Delphinus*, a 4 300-ton cargo vessel which had grounded. For 17 days the *Delphinus* had ripped her bottom on a reef, and thus required extensive surveying and trimming under water prior to drydocking. This is the most dangerous phase of an ARD crew's work. The jagged edges of buckled plates and holes torn in the hull of a vessel must be trimmed off before it can be floated into anything operating on so narrow a margin of depth as an ARD. The diver must do his work in oil-blackened water where it often is difficult for him to see his hand in front of his face. The sharp, jagged edges of protruding steel are a constant threat to his life lines, the cutting of which means almost certain death.

ARD 2 had the USS *Waters*, a destroyer, in her basin when a 90-mile-an-hour hurricane struck Noumea harbor. Having no self-propulsion, the ARD would have been completely at the mercy of the storm had she broken from her mooring. Another threat was the possible failure of the side-bracing, which would have allowed the docked vessel to slip, roll and smash at the sides of the basin. But *ARD 2* submerged to within a few feet of her rail to present the least possible wind resistance, reinforced the bracing of her occupant, dug in and rode out the wind and the fury—alone. All the other vessels in the harbor had headed for shelter upon receipt of the storm warning.

The need for floating drydocks in the forward area was painfully brought to light early in the war by the loss of the destroyer USS *O'Brien*. After receiving considerable battle damage, the *O'Brien* limped to the nearest port, where efforts were made to patch her up as well as possible without benefit of drydock. Enroute back to the States, where she planned to get complete repairs, the *O'Brien* broke in half and sank; her weakened hull couldn't stand the strain of the long trip. The presence of a drydock at either Noumea or Espiritu Santo would have saved the *O'Brien*.

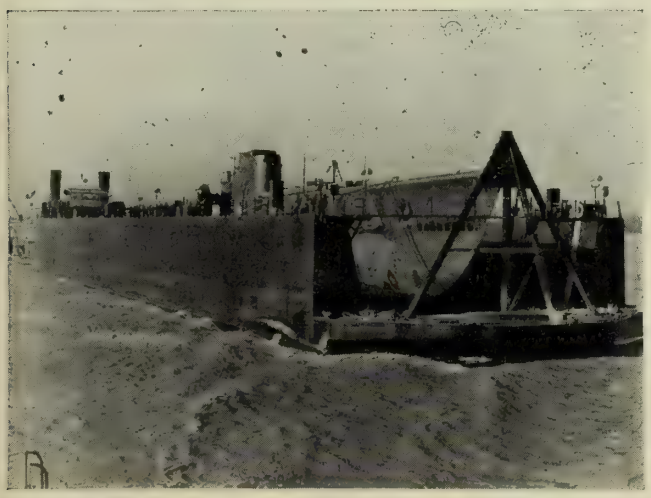


GATE by which ships enter ARD (auxiliary repair drydock) is in stern. Note port and starboard traveling cranes.

Official U. S. Navy photograph

BASIN OF ARD is large enough to accomodate LSTs. This inboard view, looking forward, shows how basin looks empty.

DIFFERENT from ARD on opposite page is this floating drydock, self-propelled and made of concrete. Blocks and underbracing to cradle ships it will service are already installed. Below are other floating drydock types in use.



SUBMARINE, built in Wisconsin, was ferried down the Mississippi in a floating drydock pushed by riverboat.

Official U. S. Navy photographs

SMALL type floating drydock is used in the Pacific to haul PT-boats out of the water for repairs below the waterline.

ALONG THE ROAD

LAST-DITCHERS

This may give you some idea of what "mopping up" means on a Pacific island:

Back on 21 July 1944, U. S. Marines invaded Guam to begin the liberation of that American outpost.

In early August 1944, it was announced that organized Japanese resistance had ended and that the island was "secure."

But it wasn't until 17 Feb. 1945—seven months after they landed—that the Marines went a full day without having to kill an armed Jap on the island. Up to that date, 18,002 dead Japs had been counted and 4,242 of these — just about one-fourth — had been killed since the island was "secured."

The Marines are still taking prisoners. A total of 659 have been captured or have surrendered since the invasion and, of these, 152 have been persuaded to give up by Navy-operated Jap-language loudspeaker units which penetrate into the thickly wooded interior where many Nips are still holding out.

BEACHHEAD BARBER

Perambulating "Barber Bill" of the Pacific is on the move again. He has packed up his sixth barber shop and is ready to hit a new beachhead, doubling at the job of barber while filling his regular post as pontoon jockey with a Seabee amphibious outfit.

"Barber Bill" is William Dale Rinehart, SF2c, USNR. Since locking up his barber shop back home in Sacramento, Calif., two years ago, Rinehart had shorn naval noggins on such quiet, comfortable little places as Saipan, Tinian, Leyte and Luzon. He opens up shop soon after the Seabees have landed and usually performs his tonsorial art free of charge, which right away stops any talk about him taking advantage of the situation and running a clip joint.

Considering that Rinehart's regular duties are somewhat exhausting, that he also fills in sometimes as a ship's cook, and that barbers enjoy no especial immunity from enemy snipers, strafers and mortars, the barbering is a bit of a heavy load. But Rinehart doesn't mind. He considers his customers' appreciation as reward a-plenty.

"You'd be surprised," says "Barber Bill," "how good a haircut can feel . . ." (Advt.)

DRY LANDING

A last belch of ack-ack from the burning Jap ship sent a 20-mm. shell ripping through the Navy Liberator's cockpit. The co-pilot was instantly killed, and the pilot, Lt. Elwin A. Petersen, USNR, was seriously wounded, shrapnel slashing his face, blinding his right eye.

Ens. Ferdinand G. Jaussi, USNR, the navigator, jumped into the cockpit and pulled the dead co-pilot away from the controls.

"Martin," the wounded pilot spoke over the intercom to Ashley D. Martin, AMM2c, USNR, the crew captain, "Martin, come up and take the co-pilot's seat . . ."

And Martin, who had had a lot of stick time, got the plane headed for home . . . some 1,000 miles away.

Meanwhile, Ens. Jaussi sponged the blood from Lt. Petersen's gashed face, applied a compress and offered him morphine to ease the pain. The wounded pilot waved him away.

"I want to stay conscious," he muttered through pain-tensed teeth. "I've got to help Martin fly . . ."

Weakened by loss of blood, Lt. Petersen found it difficult to remain conscious. As the plane roared back to its base, he would doze off fitfully from time to time. But, about a half-hour from home, he fought himself fully awake and, despite the pain of his wounds and half-blindness, took

TO TOKYO

over the controls and boldly made a straight-in approach . . .

A smooth landing? "Well," said Ens. Jaussi later, "just to give you some idea: There was a glass of water sitting on my table and, when we parked the plane, not a drop had been spilled!"

WHOLLY IN FUN

During a strafing attack on the USS *Princeton*, which since has been lost, Lt. Otto K. Olander, (ChC) USNR, helped a badly hurt bluejacket to the emergency treatment room. The sailor turned grateful eyes to the chaplain, then grinned broadly and began to laugh.

Lt. Olander was puzzled that a man so wounded could find anything at which to laugh. "Why're you laughing, son?" the chaplain asked.

"It's funny," the wounded man gasped between chuckles. "It's awful funny. You see, you're the chaplain . . . .and you start the Sunday services all the time with 'Holy, holy, holy!' . . . and, boy, that sure is me all over!"

A CASE OF PREVENTION

The landing craft had to scoot through a veil of violent Jap mortar fire. Somehow it hit the Lingayen Gulf beach without a single casualty among its Coast Guard crew or the invasion troops it taxied. Later, however, a crewman suffered a hand injury and opened the boat's first-aid case.

Only then did the crew learn how close death had come. Embedded in the chest's tightly packed supply of cotton, gauze, adhesive tape and splints was an ugly five-inch hunk of steel. It had slashed through the

boat's plywood side, only to have its force smothered in the first-aid case.

Without even being opened, the mercy kit had saved lives.

THE PLANE IS HERE TO STAY

They did the craziest things with those nine-year-old SOCs. Even fresh out of the factory, the old Curtiss scouts never have been expected to do anything more than hover over a target and spot for a ship's guns. But the hardy little band of cruiser-based airmen under Lt. (jg) Austin J. Trinkle, USN, frequently flew the ancient biplanes out of this comparatively tame role during their 16 months' Pacific duty.

On one occasion they swooped down and machine-gunned big shore batteries out of action. Another time they broke up a "banzai" charge by Jap tanks against newly won U. S. positions. Several times they strafed enemy troops. Once they warned a U. S. tank of an ambush and, by dropping messages, guided it to where it was able to destroy the hidden guns.

But the mission Lt. Trinkle's outfit chuckles over most is the time Ens. William C. Orr, USNR, while spotting during the pre-invasion bombardment of Leyte, spied a detachment of Jap cavalry below. Mounted cavalry?

"Well," says Ens. Orr, "they were until our little bomb fell among them. Then they quickly became dismounted cavalry."

LUCK OF THE IRISH

The Petritz family of Rockford, Ill., has heard a lot about the "luck of the Irish." The oldest son, Joseph, was publicity director for the University of Notre Dame's football team before he accepted a commission in the Naval Reserve. But the so-called "luck of the Irish" of which Notre Dame grid opponents might complain could never compare to the good fortune which followed Joseph's younger brother, George, also a Naval Reserve lieutenant, through more than two years of imprisonment by the Japs and which eventually led him to safety.

At the start, of course, it didn't look at all like Lt. George Petritz, USNR, who was an ensign in command of a patrol craft in the Philippines when the war broke out, could ever be considered lucky. After fighting during the bloody, dismal days of Bataan and Corregidor, during which he won the Navy Cross, Lt. Petritz was captured by the Japs. Then occurred the first of his good breaks: he escaped the infamous Death March of Bataan. Soon after came his second good break: he was sent to deadly Cabanatuan Camp No. 1 but, after a few days, was transferred from this hellish hole, where so many fellow Americans perished, to the somewhat more civilized Cabanatuan No. 3. There he was held until last mid-October. With about 1,600 other Americans, he then was moved to Bilibad near Manila whence, on 13 December, they were marched aboard a Jap transport for shipment to Japan.

American bombers, unaware of the pathetic cargo carried by the ship, bombed it off the Bataan coast the next day and, within 24 hours, it sank.

Then came Lt. Petritz's third break: of the 1,600 prisoners, only he and an Army private escaped death or recapture.

"If the bombs had not sunk the ship when they did," Lt. Petritz recalled upon his rescue, "90% of us would have died of suffocation in the filthy, airless holds."

Conditions aboard ship, he said, were intolerable. He had been crammed with about 800 men into a hold no larger than a tennis court, barely high enough for a man to stand erect and virtually without air. Another 800 were divided between two smaller holds. Thirty men died in his hold from suffocation, 30 more died when the first bombs hit. But the Japs refused to let the bodies be removed; survivors had to stand with dead men crushed against them.

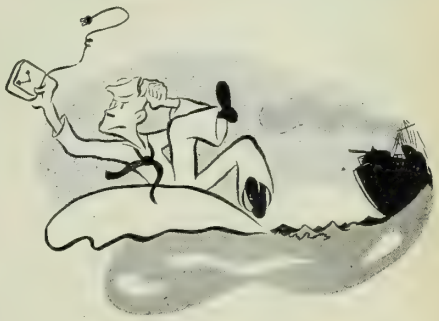
When the ship finally went down, only about 800 prisoners reached shore through waters sprayed with Jap bullets. Lt. Petritz and the Army pilot fortunately fell into the hands of Luzon guerillas, who helped them reach an American ship.

During his captivity, Lt. Petritz found the Japs cruelly cunning, but, at the same time, "they did some dumb things."

"For instance," he recalled with a smile, "in censoring letters they cut the word 'victory' out of 'victory gardens'."

MORE SPEED NEXT TIME

A sudden lurch of the sub-chaser sent the seaman plunging into black Pacific waters. The alarm: "Man



overboard!" was given. Seldom in wartime do large vessels stop for a man overboard in dangerous waters, but the USS *Ajax*, a repair ship cruising nearby, hove to and began gashing the night with its searchlights.

Fifteen minutes . . . a half-hour . . . three-quarters of an hour passed. The PC queried if the search should continue. "Yes," answered the *Ajax's* skipper, Capt. John L. Brown, USN. And so the search went on for another half-hour before a sharp-eyed signalman on the *Ajax's* bridge finally spotted a man's head bobbing in the water, a quarter-mile off the port quarter.

Minutes later, in the warm, welcome wash of a spotlight, friendly hands hauled the sodden seaman aboard.

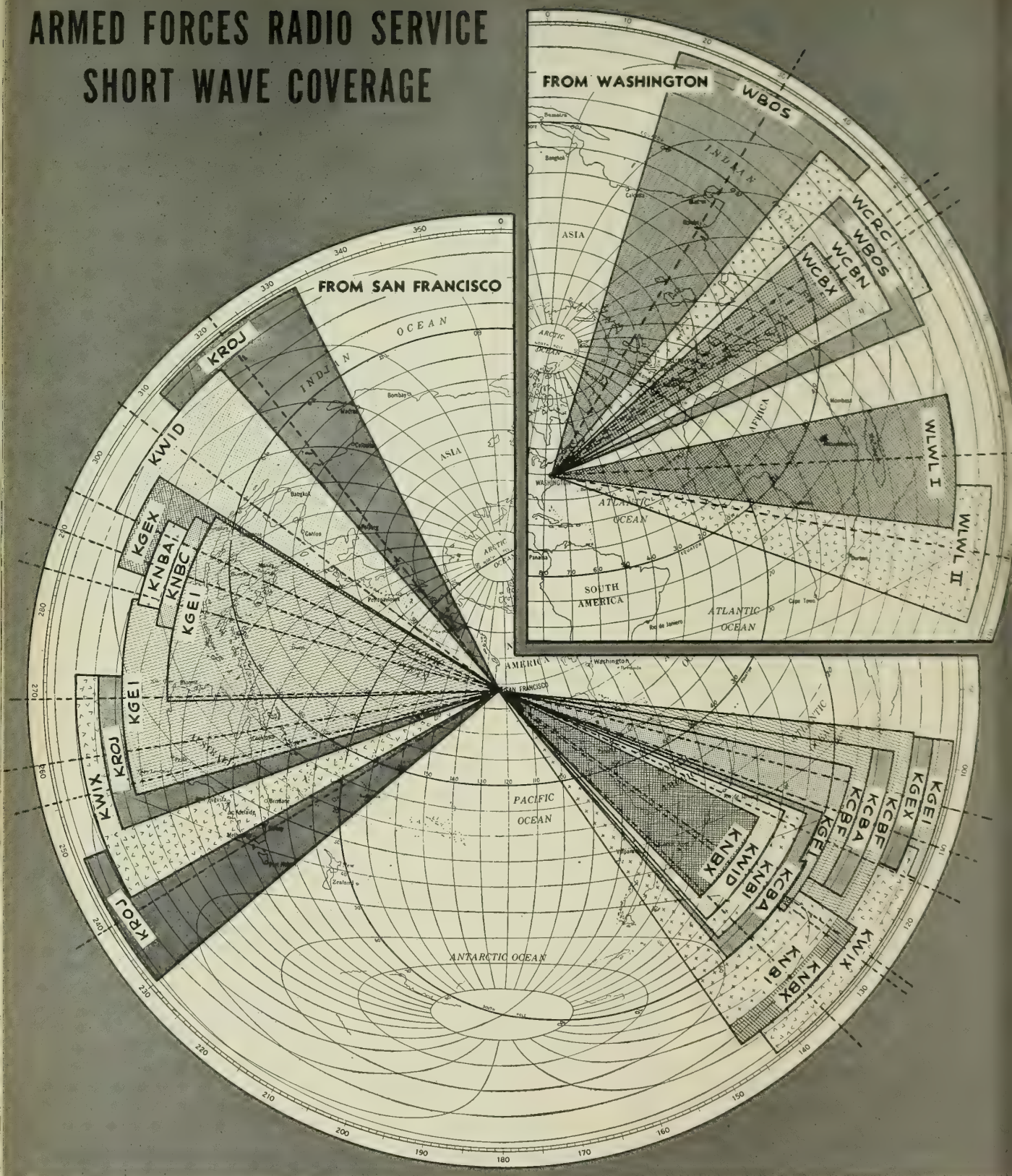
"Well," he wisecracked, "it's about time!"

A FLYER AT SURGERY

The Filipino guerrilla was in great pain and grave danger. The bullet had lodged in his spine. It had to be removed. But medical aid was far away from this isolated spot on Samar Island. So, even as the earth shuddered from the shock of enemy bombs, the Navy Catalina pilot went to work.

With sulfa powder and in the flame of a cigaret lighter, he sterilized the instruments. Next, he administered morphine from a first-aid kit and laid the wound open with a scout knife. Then, by the eerie glare of flashlights held by two squadron mates, and as two Filipino guerrillas kept the incision open with bent safety pins, Lt. (jg) Darwin R. Day, USNR, successfully removed the bullet with a pair of long-nosed airplane pliers.

ARMED FORCES RADIO SERVICE SHORT WAVE COVERAGE



Shaded segments on these azimuthal charts show areas covered by AFRS shortwave broadcasts. Dotted lines indicate each beam's dead bearing, the point at which the signal should be strongest. Signals, of course, will be heard beyond the quarter-power boundaries shown here, but reception won't be constant or perfect. Depending upon antenna and frequency, transmissions to South and Central America may be heard in Alaska or Guam, but the charts don't attempt to show these "back lobes," which may be determined by adding 180 degrees to a beam's dead bearing. Nor do the charts indicate "skip distances," those occasional silent areas.

DIALING U. S. A.

Around-the-Clock Broadcasts Carry News and Entertainment to Fighting Men Around World

RADIO programs of more interest to Navy men . . . more and better radio equipment for Navy men's entertainment.

Such has been the double-barreled result of recently increased participation by the Navy in the world's greatest radio network—the Armed Forces Radio Service.

Today AFRS is doing the most gigantic broadcasting job in radio's vigorous young history. No matter where a Navy man may be carried by the unpredictable waves of war, AFRS has made it possible for him to dial in his favorite radio program all the way across the world from the good old U. S. A.

An Armed Guard gunner on a Murmansk-bound tanker can momentarily forget winter's lingering blasts by tuning in the opening game of the baseball season . . . a sun-seared Seabee on a fresh-laid air strip of some Pacific isle can cool off to the soothing melodies of his favorite band . . . a marine on his way to or from a flaming war front can chuckle at Hope or Benny or the rest . . . a Coast Guardsman can relieve the boredom of Atlantic convoy watches by catching newscasts of what's happening to his buddies on the other side of the world . . . a bluejacket, between general quarters, can forget the clamor of battle by listening to the warbling of Bing or Frank or Dinah—all because of the thorough job being done by AFRS.

At first, AFRS was operated solely by Army personnel and, therefore, quite naturally, for Army personnel. It was established by the War Department, under what is now the Information Branch of the Information and Education Division, Army Service Forces, for the purpose of providing information, orientation and education to troops overseas by means of special-events and entertainment broadcasts.

For All Services

None of the broadcasts or transcriptions were tailored specifically for Navy, Marine Corps or Coast Guard personnel. Nor did personnel of the naval services have any say in what programs would be selected for airing via shortwave or distributed on transcriptions. Of course, Navy men were always free to tune in and, if they were entertained by the broadcasts (which they usually were), all well and good.

However, with the steady increase in the numbers of ships of the Navy and the mushrooming of scores of naval bases in all the far-flung corners of the world, the need for more and better entertainment for the men manning these ships and stations became more evident. This need could be filled by greater Navy participation in AFRS.

So, under authority of BuPers Circ. Ltr. No. 236-44 (NDB, 31 Aug. 1944, 44-1001), a basic policy memorandum was drawn up by committees representing the Army and Navy and signed 14 Oct. 1944 by Rear Admiral L. E. Denfeld, USN, Assistant Chief of Naval Personnel, and Maj. Gen. Frederick H. Osborn, Director of the Information and Education Division, ASF, establishing AFRS as a combined operation of the Army and the Navy.

The command authority remains with the Army, but the Navy now has representation on all AFRS staff boards or committees concerned with formulating policies of the organization; and a Navy unit, comprising officers, enlisted men and civilians, now assists in the many and varied activities.

These activities include:

- The broadcasting of approximately 660 hours of AFRS variety programs, newscasts and de-commercialized network shows from 20 shortwave transmitters located in the U. S. and beamed to all parts of the world.

- The production, transcribing and shipping of a weekly transcription unit, or "package," of 50 hours containing 126 separate radio programs (INFORMATION BULLETIN, Oct. 1944, p. 8) to hundreds of reproduction outlets overseas. These outlets consist of AFRS broadcast stations (154 at this writing), 70 Allied government stations that are allocating blocks of time, 165 sound installations at all types of overseas bases, and uncounted public-address systems both afloat and ashore.

- The production of a basic music library, a monthly music supplement and script kits for such stations as are set up for broadcasting of local programs.

Topflight Programs

Programs broadcast or distributed via transcripition for rebroadcast by AFRS include such topflight favorites as Bob Hope, Bing Crosby, Fibber McGee and Molly, the NBC Symphony Orchestra, Gildersleeve, Joan Davis, Jack Haley, Raymond Scott, Kay Kyser and many others; and such tremendously popular and varied original programs as "Command Performance" (which provides entertainment as requested by servicemen), "Concert Hall" (classical music), "Mystery Playhouse" (chiller-dillers), "Comedy Caravan" (radio's best comedians), "Melody Round-Up" (western singing stars), "Basin Street" (swing music),

AFRS Shortwave Transmissions

The following transmissions are in addition to the news summary, prepared by the Navy Department's Office of Public Relations, included in the routine nightly broadcast from Navy Communications in Washington, D. C., between 0130 and 0230 GCT on 122, 4,390, 9,425 and 12,630 kilocycles (INFORMATION BULLETIN, Nov. 1944, p. 75).

PACIFIC COAST OPERATION

GCT	Station	Frequency (kilocycles)
Beamed to South Pacific and Pacific Ocean Area		
0900-1300	KROJ	6,105
Southwest Pacific-Pacific Ocean Area		
0100-0345	KROJ	17,760
0700-0845	KROJ	9,897
0900-1045	KWIX	9,855
1600-1715	KGEI	9,550
1800-2030	KROJ	9,897
2015-2145	KWIX	11,870
2045-2145	KROJ	15,190
Southwest Pacific-Philippines		
0200-0315	KGEX	15,210
0500-0845	KNBA	9,490
0500-0845	KNBC	11,890
0900-1545	KGEI	6,090
2115-2245	KGEX	11,790
Philippines-China		
0415-0500	KWID	9,570
Alaska-Aleutians		
0400-0645	KROJ	6,100
1600-1745	KROJ	9,897
Alaska-Aleutians-China (Chungking)		
2200-0045	KROJ	15,190
South and Central America-Alaska-Aleutians		
0045-0330	KCBA	6,170
0045-0330	KGEI	7,250
0145-0330	KNBI	7,805
1500-1715	KWIX	17,760
1500-1715	KGEX	15,130
2345-0330	KWID	9,570
South and Central America-Alaska-Aleutians-China (Chungking)		
0045-0330	KCBF	11,770
0145-0330	KNBX	11,890
1500-1715	KNBX	21,610
1500-1715	KNBI	15,340
2100-2230	KNBX	21,610
2100-2330	KWID	17,760
2100-0030	KCBA	15,270
2100-0030	KGEI	15,130
2100-0030	KCBF	11,770
2100-0130	KNBI	15,340
2300-0130	KNBX	11,890

ATLANTIC COAST OPERATION

England-Europe-Mediterranean		
0500-0630	WCBX	6,170
0500-0630	WCRC	7,832
1100-1230	WCRC	11,826
1100-1230	WBOS	15,210
1730-2015	WCBN	11,145
1730-1815	WBOS	15,210
1830-2145	WBOS	9,897
2030-2215	WCBN	7,832
South Atlantic-Africa		
1600-1730	WLWL-1	17,955
1600-1730	WLWL-2	15,200
Greenland-Iceland-England		
2200-2300	WBOS	9,897

SHORTWAVE NEWS BROADCASTS

By Army News Service

FROM SAN FRANCISCO

Beamed to South Pacific

GCT	Station	Frequency (kilocycles)
1000-1005	KROJ	6,100

South Pacific-Pacific Ocean Areas

0900-0914	KROJ	6,100
1100-1105	KROJ	6,100
1200-1230*	KROJ	6,100

Southwest Pacific

0800-0815	KROJ	9,890
0900-0914	KWIX	9,850
1000-1005	KWIX	9,850
1800-1829*	KROJ	9,890
2100-2114	KROJ	13,190
2100-2114	KWIX	11,870

Southwest Pacific-Philippines

0700-0704	KNBA	9,490
0700-0704	KNBC	11,890
0800-0815	KNBA	9,490
0800-0815	KNBC	11,890
2200-2214	KGEX	11,790
0200-0229*	KGEX	15,210
0300-0305	KGEX	15,210
0500-0514	KNBA	9,490
0500-0514	KNBC	11,890
0600-0605	KNBA	9,490
0600-0605	KNBC	11,890

Southwest Pacific-Philippines-China

0900-0914	KGEI	6,090
1000-1005	KGEI	6,090
1100-1105	KGEI	6,090
1200-1230*	KGEI	6,090
1300-1314	KGEI	6,090
1300-1304 (Sundays only)	KGEI	6,090
1400-1405	KGEI	6,090
1500-1515	KGEI	6,090

Southwest Pacific-Pacific Ocean Areas

0100-0114	KROJ	17,760
0200-0229*	KROJ	17,760
0300-0305	KROJ	17,760
0700-0704	KROJ	9,890
1800-1829*	KROJ	9,890
1900-1905	KROJ	9,890
2000-2005	KROJ	9,890

Hawaii-Pacific Area

1600-1629*	KGEI	9,550
1700-1705	KGEI	9,550

Alaska-Aleutians

0400-0404	KROJ	6,100
0500-0514	KROJ	6,100
0600-0605	KROJ	6,100
1600-1629*	KROJ	9,890
1700-1705	KROJ	9,890

Alaska-Aleutians-China (Chungking)

2200-2214	KROJ	15,190
2300-2305	KROJ	15,190
2400-0030*	KROJ	15,190

DOT-DASH to Pacific areas by Press Wireless transmitter (1,600-word, 24-hours roundup at 22 words a minute):

0900-1100	KMH	8,350

DOT-DASH to all Pacific areas and Alaska by Mackay transmitter (1,600-word, 24-hours roundup at 22 words a minute):

0830-1000	KFS	12,550
0830-1000	KFS	8,350

DOT-DASH to Alaska points by Press Wireless transmitter (600 words at 22 words a minute):

0015-app. 0045	KJE	15,850
1645-app. 1715	KCT-7	10,010
1715-app. 1745	KCT-7	10,010
1840-app. 1900	KCI-6	15,910
2000-app. 2030	KJE	15,850
2315-app. 2345	KJE	15,850

FROM NEW YORK

South Atlantic-Africa

1600	1,200 words*	WLWL-1	17,955
1600	1,200 words*	WLWL-2	15,200
1700	700 words	WLWL-1	17,995
1700	700 words	WLWL-2	15,200

England-Europe-Mediterranean

0500	700 words	WCBX	6,170
0505	1,200 words	WCBX	6,170
0500	1,900 words	WCBX	6,170
1100	700 words	WCRX	11,826
1105	1,200 words	WCRX	11,826
1800	700 words	WCBN	11,145
1800	1,200 words	WBOS	15,210
1900	1,200 words	WBOS	15,210
1910	700 words	WCBN	11,145
1910	700 words	WBOS	9,897
2000	700 words	WCBN	11,145
2000	700 words	WBOS	9,897
2100	700 words	WCBN	11,145
2105	1,200 words	WBOS	9,897

England-Mediterranean

1200	700 words	WCRX	11,826

England-Europe

2200	700 words	WCBN	11,145

Greenland

2200	700 words	WKRX	9,897

DOT-DASH to Atlantic by Press Wireless (at 15 words a minute):

0200	1,600 words	WCO	6,450

* Dictation speed.

and "Hymns from Home" (religious music), just to name a few.

Not the least important are AFRS' newscasts. These are prepared by Army News Service from material supplied, in the main, by the Associated Press, the United Press and the International News Service, America's three largest news-gathering agencies. All naval activities have unqualified permission to copy ANS newscasts and, of course, still are provided with a daily news report by the Office of Public Relations via Navy radio.

Under the Army-Navy radio agreement, at no time will any program be built specifically for consumption by any one of the armed forces alone. This, of course, does not mean that certain programs will not be originated with a distinct Navy flavor. But it does mean that when and if such programs are produced, they will be distributed to all Army outlets as well as to all naval ships and stations.

The same principle holds true with regard to any Army or Navy training messages, indoctrination and the like. Whenever such messages are woven into radio programs, they will receive complete distribution and not be specifically ear-marked for one service or the other.

Stations Blanket Globe

AFRS stations blanket the world. Since the first overseas station was set up at Kodiak in Alaska, the network has spread to Dakar, Egypt, Iran, Italy, Ceylon, Calcutta, France, New Caledonia, Leyte — indeed, to every port into which a Navy ship will put. Coverage of all areas is assured by numerous public-address and "wired radio" outlets.

Sometimes an AFRS broadcast from one of its 20 transmitters on the East and West Coasts of the U. S. will be picked up direct by the ship or station radio. At other times the broadcasts will be picked up by an AFRS overseas station serving a specific area and the beam will then be boosted to within the receptive range of the individual radio receivers in that area. Or, again, the programs may be recorded by a local AFRS station for rebroadcast, depending upon the local conditions and the time element.

For instance, if the radio officer of some Pacific base believes a program that is being beamed at 0400 his time to some other part of the world will be of interest to naval personnel in his area he will have that program recorded and rebroadcast at a convenient hour.

Schedules Broadcast Regularly

A schedule of all programs regularly emanating from AFRS transmitters at San Francisco and New York is published and may be secured by addressing a request to Broadcast Service Section, Armed Forces Radio Service, 6011 Santa Monica Blvd., Los Angeles 38, Calif. Lacking a printed schedule, simply tune in to shortwave and you will hear, on the 1st and 15th of every month, a complete schedule given at dictate speed by the announcer. He includes all late changes and corrections that may occur.

New AFRS stations are being established all the time, especially in the Pacific. Sites there are decided upon jointly by the Navy and the Army. A direct representative of AFRS is attached to all the principal commands, and it is the function of this radio officer to provide the equipment, operating staff and whatever else may be necessary to set up and operate a broadcasting station wherever one is needed.

In carrying out this function, the officer concerned lays his plans in accordance with projected military operations and endeavors to provide radio entertainment to combat units on their way to, or as soon as possible after, an invasion.

Isolated areas are entitled to be considered for 4-watt and 50-watt portable and semi-permanent transmitters and may submit requests for such equipment through channels to the theater radio officer of their area. The 4-watt "WR-1" set is ideal for airstrips and similar locations and, if a restricted reception is desired, "wired radio" service may be adopted.

The Navy unit of AFRS has headquarters in Los Angeles as an activity under the 11th Naval District with technical control under the Special Services Division of BuPers. The complement includes officers and enlisted men of the Navy, Marine Corps and Coast Guard with considerable radio skill and technical knowledge gained from previous professional civilian experience.

HOW THE NAVY HAS CARRIED THE ATTACK TO THE ENEMY

THE significant role played by our amphibious forces in bringing about the great succession of Allied victories in both the European and Pacific theaters was stressed by Fleet Admiral Ernest J. King, USN, Commander-in-Chief, U. S. Fleet, and Chief of Naval Operations, in a comprehensive report to the Secretary of the Navy on "the manner in which the Navy has carried the attack to the enemy" during the 12 months from 1 March 1944 to 1 March 1945.

Pointing out that within one year the battle of the Pacific has been carried westward more than 3,000 miles to the very approaches of Tokyo and, in the same period, the invasion of Europe was accomplished, Fleet Admiral King declared that "these successes have been made possible only by the strength and resolution of our amphibious forces, acting in conjunction with the fleet."

The report, dated 12 March 1945, covers in considerable detail the major actions in which the Navy took part. The narrative starts with the landings in Hollandia, carries through the Normandy invasion, the seizure of the Marianas, the recapture of the Philippines and ends with the attacks on the inner circle of Japan's defenses—the conquest of Iwo Jima and the carrier plane strikes on Tokyo.

About half of the report is given over to accounts of combat operations. (Verbatim excerpts from some of those accounts will be found later in this article.)

Some of the other many features of the report are:

PACIFIC SCHEDULE: "We have heard much of things being ahead of schedule in the Pacific. Actually, we have had no schedule, except to go as far and as fast as the means in hand would permit. It can be said that the war today is ahead of our expectations of last year."

THE BATTLESHIP: "Battleship fire provides the only gun (or weapon for that matter) that is sufficiently powerful and accurate to knock out reinforced concrete pillboxes 8 to 10 feet thick and other similarly strong land gun emplacements. . . The new applications of naval gunfire in amphibious operations, as well as in fleet actions, have demonstrated that the battleship is a versatile and essential vessel, far from obsolete."

TEAMWORK IN BATTLE: "There is no such thing as a dispute as to 'carriers versus battleships.' Aircraft can do some things that ships cannot do. Ships can do some things that aircraft cannot do." As an example of what the two can do when they work together, the report points out that, during a five-month period between 24 Aug. 1944 and 23 Jan. 1945, Admiral Halsey's 3rd Fleet, consisting of battleships, carriers, cruisers and destroyers, destroyed 4,370 planes, sank 82 combat vessels and 372 auxiliaries and merchant ships (excluding small craft) against a loss in combat of only 449 planes and the light carrier *Princeton.*

Official U. S. Navy photograph

Fleet Admiral King

NAVAL INVASION STRENGTH: Staggering numbers of men and ships are involved in amphibious operations. Example: The Lingayen Gulf landings employed 1,033 ships, from battleships to landing craft, and the naval personnel involved was upwards of 273,000. Army forces put ashore on the first five days were only slightly more than two-thirds of this total. Similarly, in the Iwo Jima landings, approximately 800 naval vessels were involved with a personnel of more than 220.000. This was a ratio of almost 4 to 1 between ship's personnel and the 60.000 Marines landed in the first three days.

HARMONY: "The harmonious integration within and between the services has been particularly essential in amphibious operations, where personnel of one service have served under the command of another. In any amphibious operation, command of all forces engaged rests in the hands of the naval commander until the troops have been put ashore and have established their command organization. At this point, the landing force commander advises the naval commander that he has assumed command of his troops ashore."

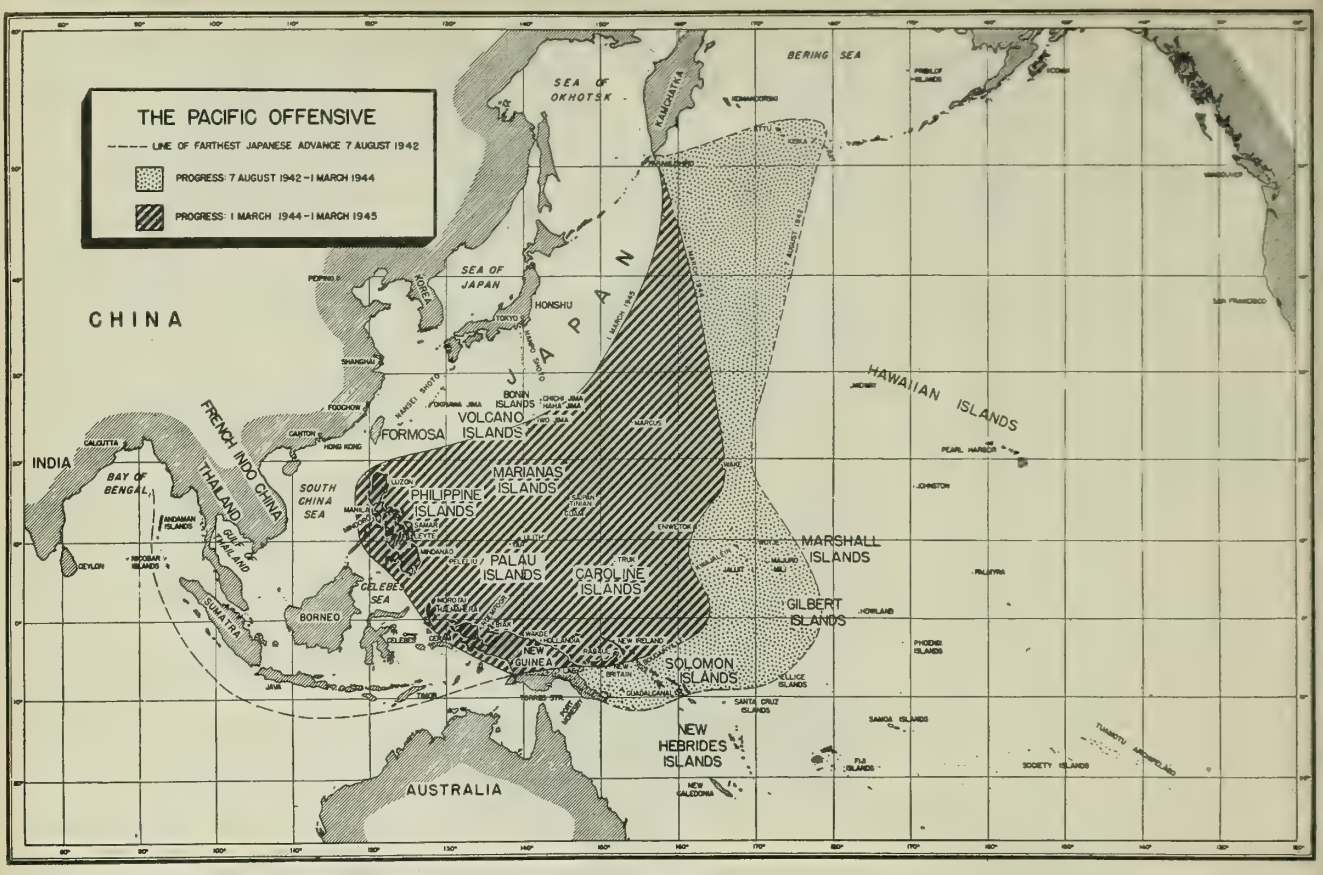
PHILIPPINES SHORT CUT: "Initial plans for re-entry into the Philippines intended . . . landings . . . on Mindanao sometime in November. The decision to accelerate the advance by making the initial landings on Leyte in the central Philippines (20 Oct. 1944) was reached in middle September when the 3rd Fleet air strikes disclosed the relative weakness of enemy air opposition."

IWO JIMA'S WORTH: Capture of this tiny island served a four-fold purpose. It (1) deprived the enemy of an important aerial lookout station; (2) reduced his air attacks on our Marianas bases; (3) provided us with ideal strips for supporting fighters to accompany our B-29s on their missions over the Japanese home islands; and (4) brought our medium bombers within easy distance (750 statute miles) of Japan's industrial heart.

SUBMARINES: "The rapid advance of our other forces, both sea and air, has been due in no small measure to the outstanding success with which our submarine activities have been carried on."

U-BOATS: ". . . The antisubmarine war has been on a fairly low scale during the past year. The German submarine force apparently has been engaged in 'licking its wounds' after the rough handling received in 1943. . . It is assumed that the long period of relative quiescence has been employed for building more effective types of submarines. The possibility of a renewed outbreak of submarine activity must, therefore, be guarded against."

THEY ALSO SERVE: The report regrets it cannot go into detail concerning the "constant activity of many naval air, surface, and shore-based units, which have performed invaluable services of patrol, supply and maintenance on a vast scale. The operations of these forces, which have frequently involved bitter combat with the enemy, cannot, because of the na-



The chart above is from Fleet Admiral King's report, as are the illustrations appearing later on in this article.

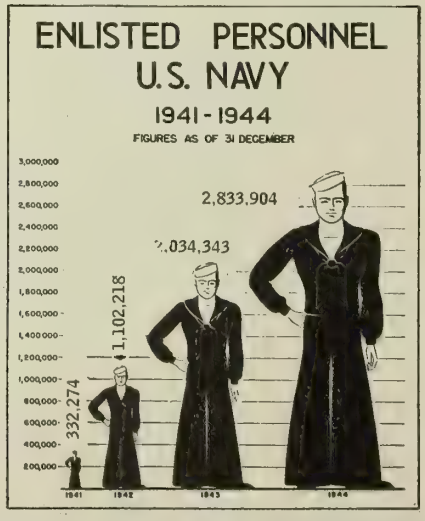
ture of this report, be further elaborated upon."

THE SEABEES: Of the 235,000 men and 8,500 officers, approximately three-fourths are serving overseas, building shore facilities and providing logistic support for combat forces. "Landing with the first waves of assault troops," the report says, "Seabees have participated in almost every amphibious operation yet undertaken."

THE WAVES: The Women's Reserve has grown to a total of more than 83,000 officers and enlisted women, who are serving in nearly every type of shore activity. They are direct replacements for men or fill expanding complements at 500 shore stations throughout the U. S. and, more recently, in Hawaii.

GOOD NEIGHBORS: "The Atlantic Fleet has worked in close cooperation with the British, Canadian, French, Brazilian and Netherlands navies. The Brazilians have developed a very efficient antisubmarine force of surface ships and aircraft which, operating as an integrated part of the South Atlantic detachment of the Atlantic Fleet, took its full share of the task of knocking out the German submarine effort directed against the convoy routes off the east coast of South America. Netherlands vessels have continued to serve with distinction in our antisubmarine force."

THANKS TO INDUSTRY: "The Navy is deeply grateful to industry for its accomplishments, which have enabled the Navy . . . to keep steady pressure on the enemy. It is of the utmost importance that we not only maintain this pressure but intensify it. There must be no relaxation of the fighting effort nor of the industrial effort that makes the fighting effort possible."



THE FUTURE: "While we contemplate with pride the accomplishments of the past 12 months—accomplishments without precedent in naval history—we must never forget that there is a long, tough and laborious road ahead."

DEMOBILIZATION: The report reiterates that no demobilization can take place until the defeat of Japan is at hand. However, it adds the Navy has worked on demobilization methods and completed tentative plans. "We are considering priority for severance and intend, when the time comes, to give due consideration to length of service, service outside the continental limits, combat service and parenthood."

POSTWAR NAVY: "Because the postwar size of the Navy is yet to be determined, no precise estimate of the number of naval personnel that will be required is possible. The deciding factor will be the needs of the Navy in order to carry out the strategic commitments of the nation. It is assumed in all the plans now under consideration that many more officers and men will be needed than can be provided by personnel now in the regular Navy. These comprise but 16% of the war-

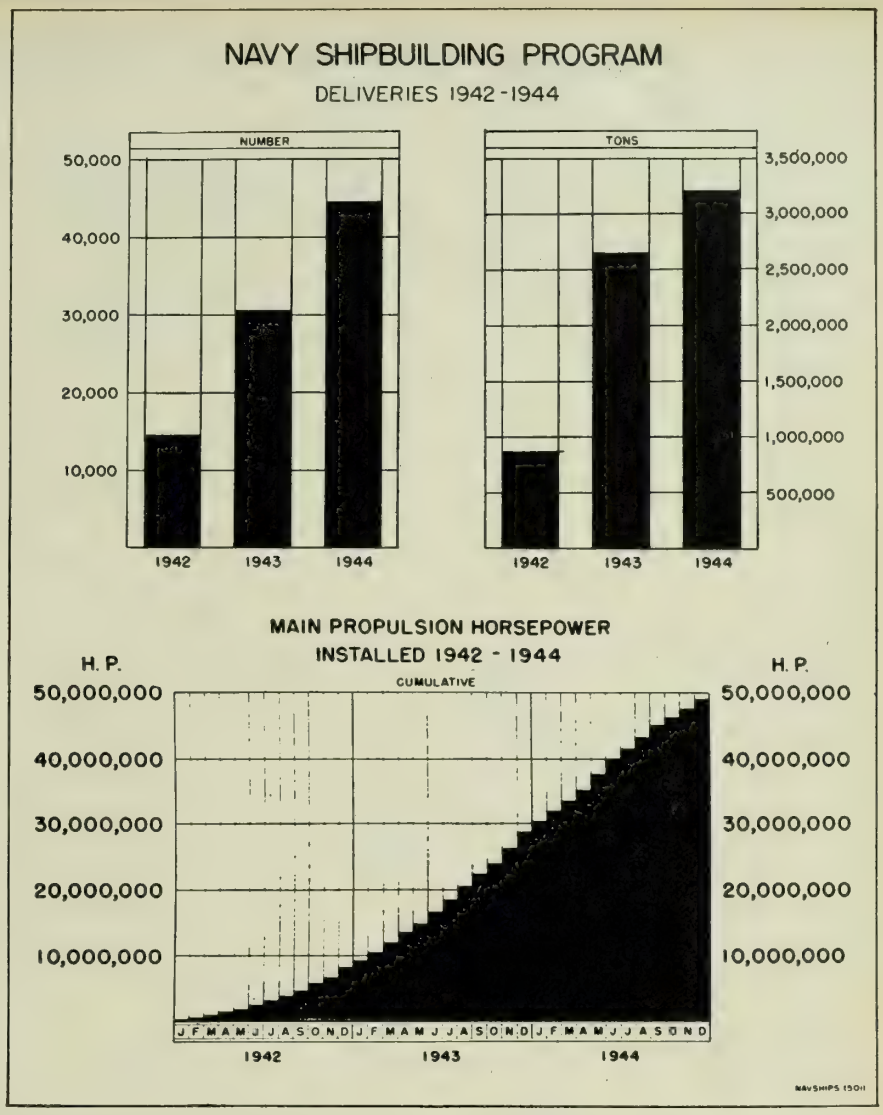
time Navy. Accordingly, serious attention is being given to regulations under which reserve officers may transfer to the regular Navy and to the organization of the Naval Reserve in the postwar period. In December 1944 a board was appointed to consider these problems and make recommendations concerning the means by which an effective and realistic Naval Reserve may be maintained, and by which reserve officers of the highest quality and of appropriate age and rank may be attracted towards a naval career, in which they will receive the same training as and compete on an equal basis with regular officers." Commenting upon reserve officers' combat accomplishments, Fleet Admiral King declares that their "continued professional improvement and excellent performance of duty have made them not only an indispensable but an integral part of the Navy team."

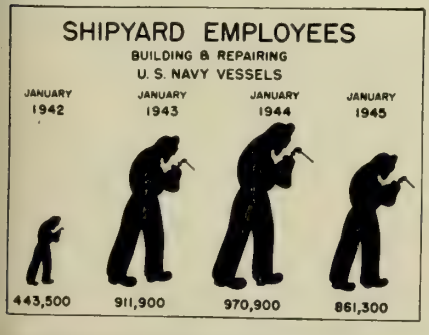
PERSONNEL AND TRAINING: Directing attention to the Navy's 10-fold increase since Pearl Harbor, the report reveals that since the peak of recruitment has been passed it is now possible to eliminate, consolidate or adapt to other purposes a few of the training facilities. The trend now, the report says, is in the direction of more training ashore, with a vital development being the institution of operational and precommissioning training. This has been invaluable in molding crews into integrated combat units, the report says.

In order to provide the fleet with men who are not only familiar with fundamentals but also with the very latest practices required in their particular duties, job analysis specialists are serving aboard combatant vessels to observe and tabulate operations in various billets, the skills required and equipment used.

"This information is used in writing the qualifications for the various rates; in establishing curricula for schools training men for particular rates; and in preparing self-study training courses," the report says.

Overcoming the lack of opportunity for training while at sea and putting to good use the time spent ashore while ships undergo repairs, a program of refresher training has been organized to bring personnel up to date with the latest advances in tactics and equipment. This, the report says, has promoted the efficiency of operating units.





OVERALL STRATEGY: Discussing the general war picture, the report says that since the Navy put the Army ashore in France last June its task in Europe has become of a secondary scope: "The European war has turned into a vast land campaign, in which the role of the navies is to keep open the trans-Atlantic sea routes against an enemy whose naval strength appears to be broken except for his U-boat activities.

"In contrast, the Pacific war is still in the 'crossing the ocean' phase. There are times in the Pacific when troops get beyond the range of naval gun support, but much of the fighting has been, is now and will continue for some time to be on beaches where Army and Navy combine in amphibious operations. Therefore, the essential element of our dominance over the Japanese has been the strength of our fleet. The ability to move troops from island to island, and to put them ashore against opposition, is due to the fact that our command of the seas is spreading as Japanese naval strength withers. As a rough generalization, the war in Europe is now predominantly an affair of armies, while the war in the Pacific is still predominantly naval."

Strategy in the Pacific, according to the report, has been to advance on Tokyo from two directions. General of the Army MacArthur's combined Allied Army-Navy force has moved north from the Australian region, while Fleet Admiral Nimitz's U. S. Army-Navy-Marine force has moved west from Hawaii.

It has not been necessary, the report notes, to occupy every atoll: "We could and did pursue a 'leap frog' strategy, the basic concept of which is to seize those islands essential for our use, by-passing many strongly held intervening ones which were not necessary for our purposes. This policy was made possible by the gradually increasing disparity between our naval power and that of the enemy, so that the enemy was and still is unable to support the garrisons of the by-passed atolls."

The material which follows on succeeding pages of this section is quoted from the parts of Fleet Admiral King's report dealing with combat operations.

MARIANAS OPERATIONS

The Marianas form part of an almost continuous chain of islands extending 1350 miles southward from Tokyo . . . affording protected lines of air and sea communication from the home islands of the Japanese empire. Our occupation of the Marianas would, therefore, effectively cut these admirably protected lines of enemy communication, and give us bases from which we could not only control sea areas farther west . . . but also . . . bomb Tokyo. . .

As soon as essential points in the Marshall Islands had been secured preparations were made for the Marianas operation. . .

Enemy airbases on Marcus and Wake Islands flanked on the north our approach. Consequently, a detachment . . . from the 5th Fleet attacked these islands almost a month before the projected landings in order to destroy aircraft, shore installations and shipping. . .

From about the beginning of June, land-based aircraft from the Admiralties, Green, Emirau and Hollandia, kept enemy bases, especially at Truk, Palau and Yap, well neutralized. The fast carriers and battleships of the 5th Fleet . . . prepared the way for the amphibious assault. Carrier planes began attacks on the Marianas on 11 June with the object of first destroying aircraft and air facilities and then concentrating on bombing shore defenses. . .

Initial Landings on Saipan

Saipan, the first objective, was the key to the Japanese defenses; having been in Japanese hands since World War I, its fortifications were formidable. Although a rugged island unlike the coral atolls of the Gilberts and Marshalls, Saipan was partly surrounded by a reef which made landing extremely difficult. To prepare for the assault scheduled for 15 June, surface ships began to bombard Saipan on the 13th . . . minesweepers cleared the waters . . . underwater demolition teams (cleared) the beaches. . .

Early on the morning of 15 June, the transports, cargo ships and LSTs . . . came into position off the west coast of Saipan. . . The first troops reached the beaches at 0840 and within the next half hour several thousand were landed. . . In spite of preparatory bombing and bombardment, the enemy met the landing force with heavy fire from mortars and small calibre guns . . . The strong resistance at Saipan, coupled with the news of a sortie of the Japanese fleet, delayed landings on Guam.

Battle of the Philippine Sea

This sortie . . . promised to develop into a full scale action. On 15 June . . . Admiral Spruance received reports that a large force was headed toward him. . . As the primary mission of the American forces . . . was to capture the Marianas, the Saipan amphibious operations had to be protected. . . at all costs. . . Admiral Spruance was rightly guided by this basic mission. He therefore operated aggressively to the westward . . . but did not draw his carriers and battleships so far away that they could not protect the amphibious units from any possible Japanese "end-run". . .

On 19 June the engagement with the Japanese fleet began. The actions on the 19th consisted of two air battles over Guam with Japanese planes, evidently launched from carriers . . . and a large scale lengthy attack by enemy aircraft on Admiral Spruance's ships. The result . . . was some 402 enemy planes destroyed out of a total of 545 seen, as against 17 American planes lost and minor damage to four ships.

With further air attacks against Saipan by enemy aircraft unlikely . . our fleet headed to the westward hoping to bring the Japanese fleet to action. Search planes did not make contact until the afternoon (of the 20th) and, when heavy strikes from our carriers were sent out, it was nearly sunset. The enemy was so far to the westward that our air attacks had to be made at extreme range. They sank 2 enemy carriers, 2 destroyers and 1 tanker and severely damaged 3 carriers, 1 battleship, 3 cruisers, 1 destroyer and 3 tankers. We lost only 16 planes shot down . . low gasoline . . . and darkness cut the attack short. . . 73 planes were lost due to running out of fuel and landing crashes, but over 90% of the personnel . . . were picked up. . .

The enemy continued retiring on the night of the 20th and during the 21st . . . Admiral Spruance's primary mission precluded getting out of range of the Marianas, and on the night of the 21st, distance caused the chase to be abandoned. The Battle of the Philippine Sea broke the Japanese effort to reinforce the Marianas. . .

Conquest of Saipan

During the major fleet engagement, land fighting on Saipan continued . . . bitterly. . . The Japanese, exploiting the terrain, resisted with machine guns, small arms and light mortars from caves and other almost inaccessible positions. . . On 4 July the 2d Marine Division captured Garapan, the capital city . . . and all organized resistance ceased on the 9th. . .

While the campaign ashore went on, it was constantly supported by surface and air forces. Surface ships were always ready to deliver gunfire, which was controlled by liaison officers ashore in order to direct the fire where it would be of greatest effectiveness. Carrier aircraft likewise assisted. Supplies, ammunition, artillery and reinforcements were brought to the reef by landing craft and were carried ashore by amphibious vehicles until such time as reef obstacles were cleared and craft could beach. . . Tanapag Harbor was cleared and available for use 7 July.

Japanese planes . . . harassed our ships off Saipan from the time of landing until 7 July. Their raids were not large and . . . did little damage. An LCI was sunk and the battleship *Maryland* damaged. An escort carrier, two fleet tankers and four smaller craft received some damage. . .

Reoccupation of Guam

. . . Unexpectedly stiff resistance on Saipan, together with the sortie of the Japanese fleet, had necessitated a postponement of landings on Guam. This delay permitted . . . bombardment . . . unprecedented in severity and duration. Surface ships first bombarded Guam on 16 June; from 8 July until the landing on the 21st the island was under daily gunfire from battleships, cruisers and destroyers, which destroyed all important emplaced defenses. This incessant bombardment was coordinated with air strikes from fields on Saipan and from fast and escort carriers. . .

Troops landed on Guam on 21 July . . . Beach conditions were unfavorable and landing craft had to transfer their loads to amphibious vehicles or pontoons. . . There were two simultaneous landings: one on the north coast east of Apra Harbor and the other on the west coast south of the harbor. . .

While enemy opposition was stubborn, it did not reach the intensity encountered on Saipan and on 10 August all organized resistance . . . ceased.

Occupation of Tinian

Located across the narrow channel to the southward of Saipan, Tinian was taken by troops who had already participated in the capture of the former island. Intermittent bombardment began at the same time as on Saipan and continued not only from sea and air, but from artillery on the south coast of Saipan. A joint naval and air program for "softening" the defenses . . . went on from 26 June to 8 July, and thereafter both air and surface forces kept the enemy from repairing destroyed positions. There were heavy air and surface attacks on 22 and 23 July. . . The landings, which took place on beaches at the northern end of Tinian, began early on 24 July. Beach reconnaissance had been conducted at night and the enemy was surprised in the location of our landing. . . Resistance was much less stubborn than on the other islands. On 1 August the island was declared secure and the assault and occupation phase ended on the 8th.

Throughout this period, surface and air units provided constant close support to the ground troops. In addition, on 4 and 5 August units of the fast carrier task force virtually wiped out a Japanese convoy, and raided airfields and installations in the Bonin and Volcano Islands. Damage to the enemy was 11 ships sunk, 8 ships damaged, and 13 aircraft destroyed; our losses were 16 planes.

REOCCUPATION OF THE PHILIPPINES

Initial plans for re-entry into the Philippines intended securing Morotai as a stepping stone with a view to landings . . . on Mindanao some time in November. The decision to accelerate the advance by making the initial landings on Leyte in the central Philippines was reached in middle September when the 3rd Fleet air strikes disclosed the relative weakness of enemy air opposition. It was decided to seize Leyte Island . . . on 20 October and thus secure airdrome sites and extensive harbor and naval base facilities. The east coast . . . offered certain obvious advantages . . . It had a free, undefended approach . . . sufficient anchorage area, and good access to the remainder of the central islands in that it commanded the approaches to Surigao Strait. Moreover, the position by-passed and isolated large Japanese forces in Mindanao. The accelerated timing . . . and choice of the east coast . . . required, however, the acceptance of one serious disadvantage—the rainy reason. Most . . . of the Philippines are mountainous and during the northeast monsoon, from October to March, land areas on the east sides of the mountains have torrential rains. . .

The Central Philippine Attack Force, composed of 7th Fleet units, greatly augmented by Pacific Fleet forces, . . . comprised a total of more than 650 ships. . . . Four Army divisions were to be landed on D-day.

The 3rd Fleet . . . was to cover and support the operation by air strikes over Formosa, Luzon and the Visayas, to provide protection for the landing against heavy units of the Japanese fleet. . . .

Preliminary Strikes By Fast Carrier Task Force

Preparatory strikes to obtain information on installations, and to destroy air and surface strength . . . lasted from 9 to 20 October . . . A cruiser-destroyer task group bombarded . . . Marcus Island on 9 October. . . Carrier aircraft attacked Okinawa Island . . . on 10 October. The Japanese apparently were taken by surprise . . . Many enemy ships were sunk and airfields and facilities severely damaged.

On 11 October . . . a fighter sweep against Aparri . . . disorganized the relatively underdeveloped and lightly garrisoned fields there.

The next attack, on Formosa and the Pescadores, took place on 12 and 13 October. These strikes on aviation facilities, factory warehouses, wharves and coastal shipping, were expected by the enemy and, for the first time in this series of operations, a large number of enemy planes were over the targets and antiaircraft fire was intense. In spite of opposition, 193 planes were shot down on the first day and 123 more were destroyed on the ground . . .

On 18 October the carrier planes again struck the Philippines. In strategical as well as direct tactical support of the landing of . . . forces at Leyte on the 20th, the strikes of the 18th and 19th were aimed at the northern and central Philippines. On 20 October some of the fast carriers furnished direct support to the Leyte landing and others conducted long range searches for units of the enemy fleet. . .

Leyte Landings

During the nine days preceding the landing . . . task groups sortied from New Guinea ports and the Admiralties and moved toward Leyte Gulf. On 17 October (D-minus-3 day) preliminary operations commenced under difficult weather conditions. By D-day the islands guarding the eastern entrances to Leyte Gulf were secured. The approach channels and landing beaches were cleared of mines and reconnaissance of the main beaches . . . had been effected.

After heavy bombardment by ships' guns and bombing by escort carrier planes . . . landings were made without difficulty . . . Our troops were established in the central Philippines, but it remained for the naval forces to protect our rapidly expanding beachheads from attack by sea and air.

In the amphibious phase of the Leyte operation, *YMS 70* sank in a storm . . . and the tug *Sonoma* and the *LCI (L)1065* were sunk by enemy action. The destroyer *Ross* struck a mine on 19 October and the light cruiser *Honolulu* was seriously damaged by an aerial torpedo on 20 October. . .

Battle for Leyte Gulf

Between 23 and 26 October a series of major surface and air engagements took place with far-reaching effect. These engagements . . . designated the

Battle for Leyte Gulf . . . culminated in three almost simultaneous naval actions, the Battle of Surigao Strait, the Battle off Samar, and the Battle off Cape Engano . . .

Three enemy forces were involved. One of the these, referred to hereinafter as the Southern Force, approached Leyte through Surigao Strait and was destroyed there by 7th Fleet units on the night of 24-25 October. A second, or Central Force, passed through San Bernardino Strait in spite of previous air attacks by 3rd Fleet carrier planes and attacked 7th Fleet escort carriers off Samar on the morning of the 25th. Finally, a Northern Force approached . . . from the direction of Japan . . . and most of it (was) destroyed by the 3rd Fleet fast carrier force on the 25th.

On the early morning of 23 October, two submarines, *Darter* and *Dace*, in the narrow channel between Palawan and the Dangerous Ground to the westward, discovered the Central Force, then composed of 5 battleships, 10 heavy cruisers, 1 or 2 light cruisers, and about 15 destroyers. These submarines promptly attacked, reporting four torpedo hits in each of three heavy cruisers, two of which were sunk and the third heavily damaged . . . Other contacts were made later in the day in Mindoro Strait and off the approach to Manila Bay, resulting in damage to an enemy heavy cruiser.

On the 24th carrier planes located and reported the Central Force (in the Sibuyan Sea) and the Southern Force (proceeding through the Sulu Sea) sufficiently early to permit aircraft from . . . fast carriers to inflict substantial damage.

The third enemy force, the Northern, was not located . . . until so late on . . . the 24th that strikes could not be launched . . . until the next morning. While these searches and strikes were being made, the northernmost of our fast carrier task groups was subjected to constant attacks by enemy land-based planes.

Although about 110 planes were shot down . . .one . . . succeeded in bombing the light carrier *Princeton* . . . (which) was sunk by torpedo fire from our own ships. It should be noted that *Princeton* was the first fast carrier lost . . . since the sinking of *Hornet* in the Battle of the Santa Cruz Islands on 26 October 1942.

Battle of Surigao Strait

A part of the enemy's Southern Force entered Surigao Strait in the early hours of 25 October. Seven ships (2 battleships, 1 heavy cruiser, and 4 destroyers) advanced in rough column up the narrow strait during darkness toward our waiting forces. The enemy was first met by our PT boats, then in succession by three coordinated destroyer torpedo attacks, and finally by devastating gunfire from our cruisers and battleships which had been disposed across the northern end of the strait . . . The Japanese lost 2 battleships and 3 destroyers almost before they could open fire. The heavy cruiser and one destroyer escaped, but the cruiser was sunk on the 26th by our planes. Other ships of the Southern Force which did not engage in the night battle were either later sunk or badly damaged by aircraft attack. In the night action, the destroyer *Albert W. Grant* was severely damaged by gunfire; our other ships suffered no damage.

Battle Off Samar

Throughout the 24th the 3rd Fleet carriers launched strikes against the Central Force . . . of 5 battleships, 8 cruisers and 13 destroyers . . . Our . . . attacks . . . sank the new battleship *Musashi* . . . 1 cruiser and 1 destroyer, and heavily damaged other units, including the battleship *Yamato*, sister ship of the *Musashi* . . . Part of the Central Force continued doggedly through San Bernardino Strait and moved southward unobserved off the east coast of Samar. Our escort carriers with screens . . . were dispersed in three groups to the eastward of Samar, with the mission of maintaining patrols and supporting ground operations on Leyte. Shortly after daybreak on 25 October the Japanese Central Force, now composed of 4 battleships, 5 cruisers and 11 destroyers, attacked the group of escort carriers . . .

The 6 escort carriers, 3 destroyers and 4 destroyer escorts fought valiantly . . . Desperate attacks were made by planes and escorts. . . After two and one-half hours of almost continuous firing the enemy retired towards San Bernardino Strait. Planes from all three groups of escort carriers, with the help of 3rd Fleet aircraft . . . sank 2 enemy heavy cruisers and 1 destroyer. Another crippled destroyer was sunk and several other enemy ships were either sunk or badly damaged on the 26th . . .

In the surface engagement, the destroyers *Hoel* and *Johnston*, the destroyer escort *Roberts* and the escort carrier *Gambier Bay* were sunk by enemy gunfire. Other carriers and escort ships which . . . sustained hits . . . included *Suwanee*, *Santee*, *White Plains* and *Kitkun Bay*. Enemy dive bombers on the morning of 25 October sank the escort carrier *Saint Lo*. Approximately 105 planes were lost by 7th Fleet escort carriers. . .

Battle Off Cape Engano

Search planes from 3rd Fleet carriers had located the enemy Southern and Central Forces on the morning of 24 October . . . composed of battleships, cruisers and destroyers, without aircraft carriers . . . Admiral Halsey reasoned that there must be an enemy carrier force somewhere in the vicinity . . . A special search . . . resulted in the sighting . . . on the afternoon of the 24th of the enemy Northern Force—a powerful collection of carriers, battleships, cruisers and destroyers—standing to the southward.

During the night of 24th-25th, our carrier task force ran to the northward and before dawn launched planes . . . Throughout most of 25 October the Battle off Cape Engano went on with carrier aircraft striking the enemy force . . . consisting of 1 large carrier, 3 light carriers, 2 battleships with flight decks, 5 cruisers, and 6 destroyers. Beginning at 0840 air attacks on these ships continued until nearly 1800. Late in the day a force of our cruisers and destroyers was detached to finish off ships which had been crippled. In that day's work all the enemy carriers, a light cruiser, and a destroyer were sunk, and heavy bomb and torpedo damage was inflicted on the battleships and other Japanese units.

Early on . . . the 25th . . . the Central Force . . . pushed on through San Bernardino Strait . . . and was attacking . . . escort carriers. Consequently, Admiral Halsey dispatched a detachment of fast battleships and carriers to the assistance of these 7th Fleet units . . . 3rd Fleet aircraft reached this Central Force after it had begun to retire and inflicted additional serious damage. On the afternoon of 25 October our carrier planes probably sank 2 heavy cruisers and a light cruiser, blew the bow off a destroyer, and damaged 4 battleships and other cruisers and destroyers. Fast surface ships of the 3rd Fleet . . . encountered a straggler on the 26th, which was promptly sunk. This straggler was identified as either a cruiser or destroyer.

On 26 October aircraft from 3rd Fleet carriers attacked the retiring Japanese forces again, doing further damage to the surviving battleships. By the end of that day, the Battle for Leyte Gulf was over and the three enemy forces were either destroyed or had retreated . . . Losses of our 3rd Fleet in the action amounted to 40 planes in combat, in addition to the light carrier *Princeton*.

November Carrier Task Force Strikes

Carrier aircraft of the 3rd Fleet struck at Manila and the airfields in the vicinity on 5 and 6 November. They destroyed 439 planes, sank a cruiser, a destroyer, a destroyer escort, a submarine chaser, an oiler, 2 transports, and a freighter, as well as damaging 44 vessels. They hit numerous ground installations and destroyed railroad facilities.

On 11 November planes from the fast carriers . . . destroyed a Japanese convoy entering Ormoc Bay . . . They sank 4 transports, 5 destroyers, and 1 destroyer escort, and shot down 13 enemy aircraft.

Another two-day series of strikes on Luzon . . . occurred on 13 and 14 November . . . Carrier aircraft sank 3 transports, 3 freighters, and 3 destroyers, and damaged 43 vessels. 84 enemy planes were destroyed . . .

Another air attack on Luzon targets came on the 19th. There was little airborne opposition, only 16 planes being shot down at the target, but 100 were destroyed on the ground

and, with those shot down near the carriers, 124 planes were eliminated during the day.

On 25 November . . . a light cruiser, a mine layer, a destroyer escort, 6 freighters, and a tanker were sunk, 29 vessels were damaged. Over the target our planes shot down 25 aircraft and destroyed 32 on the ground . . . and 31 enemy planes were shot down near our ships.

Landings at Ormoc Bay

In order to cut the enemy overwater lines of supply and reinforcement and to separate enemy ground forces on Leyte, an additional amphibious landing was made at Ormoc Bay, on the west coast of the island, on 7 December. Naval forces . . . put Army troops ashore 3 miles southeast of Ormoc against sporadic resistance. The destroyer *Mahan* and destroyer transport *Ward* were, however, so heavily damaged by enemy aerial torpedoes that it was necessary for them to be sunk by our own forces. Several days prior to the landing the destroyer *Cooper* was lost in a night action . . . and on 11 December the destroyer *Reid* was sunk during an enemy air attack on a supply convoy . . .

Landings on Mindoro

In 15 December . . . forces landed on the southwest coast of Mindoro . . The landing was without opposition from shore, but sporadic air attacks resulted in the sinking of a few LSTs. In moving from Leyte to Mindoro, our forces obtained the advantages of more favorable weather for . . . aircraft operations.

Occupation of southwest Mindoro presented a more serious threat to Manila and to Japan's shipping lanes through the South China Sea . . . Carrier planes of the 3rd Fleet promptly began making Manila Bay untenable . . . In attacks on 14, 15 and 16 December our carrier aircraft sank or destroyed 27 vessels and damaged 60 more, destroyed 269 Japanese planes, and bombed air and railroad facilities.

On 17 December sea conditions began to deteriorate east of Luzon where the 3rd Fleet was scheduled to refuel; a typhoon of severe intensity developed with great rapidity along an erratic course. Although the main body of the fleet escaped the center of the storm, the destroyers *Hull, Spence* and *Monaghan* were lost.

Landings at Lingayen Gulf

The mid-December carrier strikes on Manila Bay had led the enemy to expect further landings in that area. When we by-passed southern Luzon and landed on the south and southeast coast of Lingayen Gulf on 9 January, the enemy was again taken by surprise.

Luzon . . . is generally mountainous, but is cut by two large valleys. The central plain, extending from Lingayen to Manila Bay—about 100 miles long and 30 to 50 miles wide—contains . . . the major concentration of the population and wealth, numerous airfields, and a network of roads and railways. Prompt seizure of this area would strike at the heart of the enemy defenses . . . provide bases for support of further operations . . . and deny the enemy the freedom of the South China Sea. The most vulnerable part . . . is at Lingayen, where the low land does not offer the same opportunities for defense as do the approaches to Manila Bay.

The Luzon Attack Force . . . numbered more than 850 ships . . . The 3rd Fleet . . . with its fast carrier task force . . . was to cover and protect the operation by air strikes over Luzon, Formosa and the Nansei Shoto. Complete surprise was attained in attacks on Formosa and the southern Nansei Shoto on 3 and 4 January . . . Luzon was hit 6 January, with the zone of operations extending southward to the Manila Bay area in order to give special attention to enemy airfields . . . The attack was . . . renewed on the 7th.

Landings in Lingayen Gulf were scheduled for 9 January. During the passage of the attack force to Lingayen there was no enemy surface opposition. One Japanese destroyer put out from Manila Bay, and was sunk . . . Intensive air attack both during the passage and the preliminary operations . . . resulted in the loss of the escort carrier *Ommaney Bay*, the fast mine sweepers *Long, Hovey* and *Palmer*, and considerable topside damage to other ships. For three days prior to the assault . . . battleships, cruisers and destroyers bombarded the area, while mine sweepers were at work and beach obstacles were being cleared. Immediately prior to the landings the bombardment . . . and air strikes . . . were intensified; the assault waves were preceded by rocket-firing and mortar-carrying landing craft . . .

While the troops were going ashore, the 3rd Fleet carrier task force was striking Formosa . . . As a result of this operation there was little enemy air interference with the . . . landings: the 3rd Fleet in addition netted 15 enemy ships sunk and 58 damaged . . .

3rd Fleet Covering Operations

In continued support of the Lingayen operations, the 3rd Fleet fast carrier task force made a thrust into the South China Sea, especially seeking the destruction of any major units of the Japanese fleet . . . None were found, but the air strikes of 12 January . . . between Saigon and Camranh Bay achieved much shipping destruction. One enemy convoy was entirely destroyed and two others were severely mauled: the shipping tally totaled 41 ships sunk and 31 damaged. 112 enemy planes were destroyed, and docks, oil storage and air field facilities were heavily damaged . . .

Formosa was struck again on the 15th . . . while fighter sweeps and searches were made to Amoy, Swatow, Hong Kong and Hainan.

Hong Kong, Canton and Hainan were struck in force on 16 January. A considerable amount of shipping was damaged or destroyed. Extensive destruction was inflicted on docks, refineries and the naval station in the Hong Kong area, while huge fires were started at Canton.

In . . . this thrust into waters that the enemy had hitherto considered his own, 3800 miles were traversed in the South China Sea with no battle damage to our ships. No enemy aircraft had been able to approach the fast carrier task force closer than 20 miles.

Formosa and the southern Nansei Shoto were again attacked on 21 January . . . Heavy damage was inflicted on aircraft, shipping, docks and the industrial area . . . On the following day Okinawa . . . was struck . . . These strikes led to a marked lessening of Japanese air effort against the Luzon assault forces.

Operations Against Manila

To accelerate . . . operations against Manila and to open sea access to its harbor, additional amphibious landings were carried out in southwestern Luzon . . . On 29 January an amphibious assault force put the . . . Army . . . ashore in the San Narciso area, northwest of Subic Bay . . . designed to cut off Bataan Peninsula . . . On the 30th troops were landed on Grande Island in Subic Bay . . . and this fine harbor was made available for further operations against the Manila entrance.

An assault force landed elements . . . at Nasugbu, 15 miles directly south of the entrance to Manila Bay, on 31 January . . .

On 13 February . . . light cruisers and destroyers . . . commenced a preliminary bombardment of the entrances to Manila Bay and on the following day continued to shell Corregidor Island and the southern portion of Bataan peninsula. Mine sweepers began clearing Manila Bay. On the 15th . . . troops landed at Mariveles on Bataan against very light opposition and on the 16th landings were made on Corregidor itself.

The ability to place troops ashore in protected and mined waters was made possible by naval gunfire against the fixed defenses of Corregidor, and the sweeping of mines in the channel between Corregidor and Mariveles. In considerably less than two months . . . General of the Army MacArthur's forces had covered the ground that had required more than four months for the Japanese in 1942. In comparing the methods used by the two invaders . . . it is interesting to note that in both cases the attacking forces had control of the sea and air. The Japanese relied principally on field artillery from Bataan against our guns on Corregidor. Our method employed naval strength as the spearhead of amphibious assault, thus allowing the ground force commander flexibility in selecting the time and place of the attack.

THE NORMANDY INVASION

. . . Our amphibious operations in North Africa, Sicily and Italy had demonstrated that, given air and sea superiority, there would be small doubt of our initial success, even against so strongly fortified a coast as northern France. The critical factor was whether, having seized a beachhead, we would be able to supply and reinforce it sufficiently fast to build an army larger than that which the enemy was certain to concentrate . . . The operation thus had two phases . . . the assault and the build-up . . .

The Baie de la Seine beaches . . . were selected . . . because of their proximity to the relatively undamaged ports of southern and western England, and because they were within easy range of fighter plane bases in England. The region was not so heavily fortified as the Pas de Calais area, and could be more easily isolated from other German forces by destruction of the Seine River bridges. The major deficiency . . . was the lack of a good harbor . . .

The date . . . was determined chiefly by weather and tide conditions. The late spring or early summer presented the most favorable weather prospects, and the long days enhanced our air superiority. A spring tide was desirable so that as many as possible of the beach obstacles would be exposed at low water and landing craft could be floated far up the beach at high tide. The time of day was determined so as to allow some daylight for preliminary bombardment . . . and a half-tide . . . to enable landing craft to pass over rocks.

Joint Army-Navy training began in September 1943. In the spring of 1944 several large scale rehearsals were conducted in order to perfect our technique and achieve effective coordination between the troops and the vessels . . .

The general scheme . . . provided for landing U. S. troops in U. S. vessels on the western half of the area to be attacked, while the British and Canadians took the eastern half. The naval assault force was consequently divided into the Western (U. S.) Task Force and the Eastern (British) Task Force. The Western Naval Task Force . . . was comprised of two assault forces: "O" . . . "U" . . . and a follow-up force.

By 1 June, when the loading of troops began, 2,493 U. S. Navy ships and craft had been assembled . . .

On 3 June all troops had been loaded . . . but . . . timing of the operation was still undetermined. At least four days of good weather were needed, commencing with D-day, which was initially set for 5 June. It was apparent on 3 June that unfavorable weather was developing, and early on 4 June the order for a postponement of 24 hours was broadcast. By the evening of 4 June, much improved conditions were forecast for the morning of the 6th, although there was some doubt as to how long the favorable condition would continue. However, because of tide and light considerations, the uncertainty of the weather . . . was accepted, and on the evening of 4 June a confirmation of 6 June as D-day was broadcast.

The terrain where the landings were made was of great natural defensive strength, augmented by many strongly protected and cleverly concealed gun emplacements, machine gun nests and pill boxes . . . slit trenches, tank traps and antitank ditches . . . rows of underwater obstacles consisting of hedgehogs, tetrahedrons and pole ramps interconnected by barbed wire and thickly sown with mines. Guns . . . in some cases were completely concealed from seaward by concrete walls covered with earth . . .

The Assault on "Omaha" Beach

Force "O," the larger of the two American assault forces, had as its target the Vierville-Colleville sector . . . called for the purpose of these landings beach "Omaha." On its eastern flank was Port-en-Bessin, which marked the dividing line between the British and American areas. On its western flank was the Carentan estuary, which separated it from Force "U's" beach, "Utah," on the Cherbourg peninsula . . .

Convoys began moving on 5 June . . . No enemy action hindered the movement, but a choppy sea with a 20-knot wind . . . made landing operations difficult . . . Mine sweepers cleared channels, and *Arkansas, Texas* and other combat ships opened their scheduled fire on shore batteries. Unfortunately . . . the planned air bombing was hampered by weather conditions, and certain LCT(A)s (landing craft armed with M-4 tanks) and amphibious tanks failed to reach the beach on schedule. In addition, the 352d Field Division of the German Army happened to be holding exercises in the area, and immediately joined the coastal defense troops . . .

The tanks, infantry and demolition parties . . . were subjected at once to a heavy cross-fire . . . losses were severe. Troops continued . . . toward the beach and by 1030 the entire landing force had been committed, though numerous personnel . . . were pinned down on the beach just above high water by enemy fire. Destroyers and gunfire support craft stood in as close to the beach as the depth of water would allow and engaged all enemy guns which they could observe. The first encouraging news came at 1100 when German soldiers began to leave their posts and surrender . . . By late afternoon . . . action against the beach area had ceased, and the work of organizing the beaches for further unloading was progressing . . .

Our heavy ships had no trouble in putting the enemy's major shore batteries out of action promptly. Our chief difficulties came from the light artillery and machine guns which the enemy had sited to fire up and down the beach . . . These guns, which were very difficult to detect, waited for our troops to land before opening fire. Specially trained Navy Shore Fire Control Parties were put ashore early . . . to inform our ships by radio of the location of such targets, but many of them were unable to set up their radio equipment because of casualties and enemy fire. At this juncture 8 U. S. and 3 British destroyers . . . took many enemy positions under fire. This unplanned bombardment . . . deserves great credit . . . By 1300 . . . the shore fire control parties had begun to function according to schedule. Acting on their directions, *Texas* and the other ships repeatedly took enemy troops, tanks and vehicles under fire several miles inland. On D-plus-2 day, for example, *Texas'* 14-inch guns demolished the railway station at Isigny and effectively scattered a convoy of German vehicles . . . A German Government broadcast . . . expressed admiration of the military value of this naval gunfire. These "floating batteries," it said, "enabled the invaders to achieve overpowering artillery concentrations at any point . . ."

The Assault on "Utah" Beach

The assault on "Utah" beaches progressed substantially as planned. Bombardment [and] aerial bombing, preceded the landing of waves of amphibious tanks and landing craft carrying troops . . . which were supported by rocket-firing landing craft . . . Main battery fire from *Nevada* and *Quincy* had breached the seawall in five places, materially aiding our advance inland . . . Nearly all of the beach obstacles were exposed and Army engineers and Navy demolition teams were able to clear lanes . . . Although our concentrated air and naval combardment had temporarily neutralized the enemy's coastal batteries . . . the enemy from 1100 onwards brought the beach under accurate artillery fire. Aided by shore fire control parties, our support ships replied. Some of the enemy batteries were extremely hard to knock out, but by early afternoon all but three had been silenced . . . During the first twelve hours we landed 21,328 troops, 1742 vehicles and 1695 tons of supplies.

The Normandy Build-Up

Once the Army had been successfully established on the beaches, the Navy's primary responsibility was supply. The enemy had fortified . . . ports to such an extent as to make the military cost of direct attack upon them extreme. On the other hand, to attempt the assault of a continent over open beaches, affording no protection from the vagaries of the weather, would place the entire operation in jeopardy.

The solution . . . was one of the

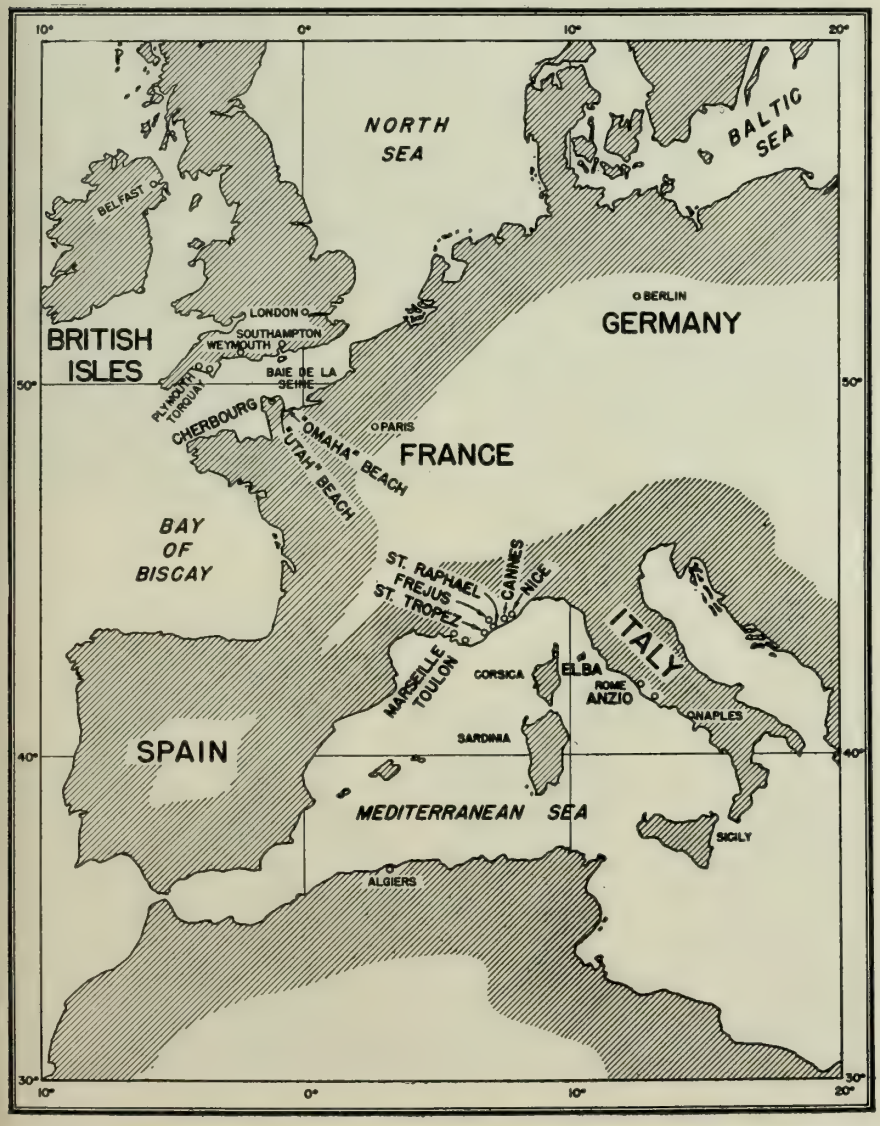
most dramatic creations of the war—the artificial harbors, or "Mulberries," and the small boat shelters, or "Gooseberries." There were to be two of the former—"Mulberry A" in the American sector (at St. Laurent in "Omaha" area), and "Mulberry B" in the British sector at Arromanches—and five "Gooseberries," three in the British sector and one on each of the two American beaches.

The "Gooseberries," created by sinking a number of old warships and merchant ships in a line in 2.5 fathoms . . . were to provide a refuge for small craft . . . The blockships were to proceed to the beaches under their own power, and be sunk quickly by internally placed explosives . . .

The "Mulberries" were much more complicated . . . The tremendous task of manufacturing and assembling the many components had to be carried out with complete secrecy, lest the enemy gain a clue as to our intention to assault a harborless part of the French coast. It was necessary to tow "Mulberry" units and other essential parts of the invasion armada across the channel. This . . . role was carried out by a large pool of British and American tugs. The latter had come across the Atlantic under their own power, many of them manned by civilian masters and crews . . .

On 7 June . . . Seabees sank hollow concrete caissons, each mounting an AA gun, in designated positions by flooding through built-in valves. Inside the breakwater thus formed were established two Loebnitz floating pierheads. These were connected to the beach by a floating roadway composed of bridgework mounted on pontoons, and two sunken causeways constructed of the same material used in pontoon causeways and Rhine barges. Protecting both the breakwater and the blockships of the nearby "Gooseberry" was a line of steel caissons secured end to end and moored to buoys. The work . . . progressed rapidly and smoothly, with all blockships in place by D-plus-4 day . . .

During the first week . . . we succeeded in landing approximately 74,000 troops, 10 000 vehicles, and 17,000 tons of supplies.



Then came the storm . . . by mid-afternoon of the 19th it was blowing a moderate gale . . . When the storm ended . . . 22 June, the beach was a shambles. More than 300 craft had been washed up high and dry . . . The only ferry craft undamaged were the DUKWs . . . safely parked ashore . . .

The "Gooseberry" shelter had held together . . . but the storm had been disastrous to the "Mulberry." The concrete caissons had either broken apart or had become submerged . . . The roadway to one of the Loebnitz pierheads had been smashed . . . many of its pontoons were flooded. The causeway had held together but was twisted. Many of the steel caissons had carried away from their moorings and had drifted about as a menace to shipping . . . The British "Mulberry" had suffered less . . . Consequently, it was decided to abandon the American harbor. The British one was completed, partly with material salvaged from the American.

A major port was absolutely necessary if unloading schedules were to be maintained through the fall and winter. The first to fall to our troops was Cherbourg . . .

Bombardment of Cherbourg

The shore batteries which commanded the waters leading to Cherbourg . . . consisted of 20 casemated batteries (guns covered by steel and concrete walls and roofs), three of which had 280-mm. guns with an estimated range of 40,000 yards (approximately 20 miles) . . .

The battleships *Nevada*, *Texas* and *Arkansas*, U. S. cruisers *Tuscaloosa* and *Quincy*, British cruisers *Glasgow* and *Enterprise* and 11 destroyers approached the coast shortly before noon on 25 June. The intention was to avoid engaging the enemy batteries . . . and provide the support requested by our troops. The Germans, waiting until our ships arrived well within range, opened fire . . .

By 1230 the enemy's fire had become so heavy and accurate that our ships were directed to maneuver independently, and they steamed back and forth in a line ranging from four to eight miles offshore. While the heavy ships fired at targets inland designated by shore fire control parties and spotting planes, the destroyers endeavored to silence the enemy coastal batteries. The latter were only partly successful, and our ships continued to be under shore fire until, having completed their mission, they retired shortly before 1500. This abnormal exposure of ships to heavy shore guns, without adequate counterfire, was well warranted by the urgent need of supporting our invading troops. The Army later reported that of 21 firings requested on inland targets, 19 were successful.

Of the seven heavy ships engaged . . . all but one were either hit or had fragments on board. Personnel casualties—14 dead and 28 wounded for the entire force—were remarkably small. The 7th Corps occupied Cherbourg two days later . . .

THEY NEVER GAVE UP

When the Navy moved in on the Philippines it was not an uncommon sight to see warships and planes rendezvous offshore with outrigger canoes. The canoes were loaded with guerrillas — American and Philippine fighters who wouldn't call it quits after the fall of Corregidor ended organized resistance to the Japs in 1942. Terrorizing the Japs for three years, the guerrillas contributed to the final rout of the enemy when the Yanks came back. They helped also by taking downed U. S. airmen under their wing.

Official U. S. Navy photographs

OLD GLORY identifies men in canoe approaching Navy ship as old friends.

SCORPIONS was name Japs gave one veteran guerrilla band that fought by night, hid by day. A Navy PBY withdrew nine of the band to American lines.

FILIPINOS furl flag which identifies them as Philippine American Army men. LCI gave them food, arms to fight.

BACK on carrier after being shot down on Luzon and picked up by guerrillas, Lt. Alex Vraciu waves Jap sword.

PRISONERS FREED IN PHILIPPINES

THE following is a list of naval personnel liberated from war prisons in the Philippines, as reported to BuPers through 10 March 1945. Additions will be published in later issues of the Information Bulletin as they are reported. Home towns shown after the names are from the latest available next-of-kin records.

Akers, Hartford L., CM, Richardson, Ky.
Alden, John, Pay Clerk, Temple City, Calif.
Allison, Eugene E., AOM2c, San Jose, Calif.
Andersen, Holger H., CM1c, Roseville, Calif.
Augustin, Pedro, Ck1c, Mariveles, Bataan, P.I.
Baumgardner, Earl G., Lt., Yonkers, N. Y.
Baltzly, Frederick, Lt. Comdr., DelMar, Calif.
Berry, William A., Ens., Stillwater, Okla.
Bicknell, Walter H., Comdr. (SC), Vallejo, Calif.
Bills, Otis R., CRM, Miami, Fla.
Bingham, Cordell, B1c, Sacramento, Calif.
Bishop, Raymond E., MM1c, San Diego, Calif.
Black, Jack, F1c, McKenzie Bridge, Oreg.
Boaz, Fern G., CMM, Glenco, Ky.
Bornt, Harold M., AMM2c, Waterford, N. Y.
Bowen, Robert O., F1c, Bridgeport, Conn.
Brannon, Thomas F. Jr., PhM2c, Columbus, Ga.
Brav, James F. Jr., PhM2c, Terre Haute, Ind.
Brewster, Earl R., Lt. (jg) (ChC), Coronado, Calif.
Britain, Mark F., BM1c, Hamilton, Tex.
Britney, Dudley R., CEM, Manette, Wash.
Brook, Charles B., Lt., Baltimore, Md.
Brotherson, Lynn W., S1c, Erie, Pa.
Broussard, Luke H., CRM, Long Beach, Calif.
Burke, John, SK1c, San Diego, Calif.
Burke, John J., F2c, San Francisco, Calif.
Burtz, John, SK1c, Farrell, Pa.
Busch, Richard C., Cox, Portland, Oreg.
Butler, Francis E., CMM, Philadelphia, Pa.
Byers, Elmer G. Jr., Gunner, Long Beach, Calif.
Calkins, Joseph V., S1c, Weyerhauser, Wisc.
Carden, Tom H., Ens., Pensacola, Fla.
Casteel, Lacy L., CPhM, Alexandria, Va.
Cather, Frederick K., Jr., S1c, San Jose, Calif.
Chandler, Barron W., Ens., Drexel Hill, Pa.
Chapman, Mary, Lt. (NC), Chicago, Ill.
Crouch, L. B., S1c, Lansing, Mich.
Church, Paul C., S1c, Vancouver, Wash.
Clafin, Francis M., Cox, Gahanna, O.
Clapsaddle, Harold K., GM1c, Corwith, Ia.
Clarin, Juan, OCk3c, Castillejos, Zambales, P. I.
Clements, Joe H., AOM1c, Parrish, Ala.
Cobb, Laura M., Lt. (jg) (NC), Wichita 2, Kans.
Collins, John P., CMM, McGeehee, Ark.
Cross Cornelius T., Lt. Comdr. (DC), Washington, D. C.
Davidson, Gordon W., WT1c, Des Moines, Ia.
Dec, Mieczyslaw, MM2c, Holyoke, Mass.
Dillard, Everett R. L., CTM, who was born at Mineral Bluffs, Ga.
Dimond, Clark W., Jr., QM1c, San Diego, Calif.
Drown, Jeanild J., MM1c, San Diego, Calif.
Dwyer, Charles A., Lt. (jg) (MC), Houston, Tex.
Elfstrom, Robert C., EM2c, Bremerton, Wash.
Engerset, Knut, Lt. Comdr., San Pedro, Calif.
English, Irvin F., Gunner, National City, Calif.
Enos, Lawrence, CMM, Portsmouth, Va.
Erickson, Hjalmar A., Lt. Comdr., Monterey Park, Calif.
Evans, Bertha R., Lt. (jg) (NC), Portland, Oreg.
Farr, Morris C., PhM3c, Fremont, Nebr.
Farreles, Vivencio, OCk1c, Castillejos, Zambales, P. I.
Ferrer, Felix, OSt3c, Tondo, Manila, P. I.
Gabinete, Marion, MM1c, Castillejos, Zambales, P. I.
Girard, William, F2c, Ashland, Ky.
Goodall, Henry W., Lt. Comdr., Memphis, Tenn.
Gorzelanski, Helen C., Lt. (jg) (NC), Omaha, Nebr.
Greene, George W., Lt., Auburn, Ala.
Grey, James E., Pay Clerk, Detroit, Mich.
Griffith, Roy J., CCStd, Magazine, Ark.
Groom, Percy W., Jr., MM1c, Stockton, Calif.
Hadden, John D., F1c, Red Oak, Ga.
Hall, Clarence G., GM1c, Grand Crossing, Fla.
Ham, Ralph E., CRM, Verona, Mo.
Hann, Jim, ACOM, Montezuma, Ind.
Hanson, Clifford A., Pay Clerk, Long Beach, Calif.
Harrington, Mary R., Lt. (jg) (NC), San Diego, Calif.
Harris, Robert B., Ens., Eagle Rock, Calif.
Harrison, George G., Lt. Comdr., San Francisco, Calif.
Harrison, Samuel F., MM1c, San Diego, Calif.
Harveston, J. H., Ptr1c, San Diego, Calif.
Hatcher, Charles B., BM2c, Sacramento, Calif.
Hausman, Edwin J., BM1c, Broad Channel, L. I., N. Y.
Herndon, Joseph G., CMM, Augusta, Kans.
Herron, Joseph E., BM2c, Creston, Ia.
Hunter, Velt F., CMM, Berkley, Calif.
Hunter, William A., Y1c, San Diego, Calif.
Jackson, Paul, Pay Clerk, Long Beach, Calif.
Jackson, Wilbur J., CEM, Ridgeway, Calif.
Jarrell, Lee F., EM1c, McDavid, Fla.
Jones, Leslie, CBM, Mitchell, Ind.
Jones, Osborne J., CSM, Thomaston, Ga.
Kain, Walter L., CBM, Baltimore, Md.
Kelsey, Paul V., Bkr2c, Suffern, N. Y.
Kentner, Robert W., PhM1c, Buffalo, N. Y.
Kerske, Arno F., CBM, Chicago, Ill.
Kline, Edward F., Lt. Comdr. (MC), Lakewood Village, Calif.
Knight, Aubrey A., CEM, San Diego, Calif.
Kreiger, Thomas J., BM1c, Pottstown, Pa.
Kringer, Orvin G., WT2c, West Bend, Ia.
Lacuesta, Paulo, MM1c, San Antonio, Zambales, P. I.
Lauchner, Norman W., Ens., Frankfort, Ind.
Lazar, Anthony J., CEM, Brooklyn, N. Y.
La Victoire, Isaac N., Sr., Lt., Vandergrift, Pa.
Lehmann, Harold R., Lt. Comdr., San Diego, Calif.
Lilley, John, CBM, Fairhaven, Mass.
Lingenbrink, Victor H., MM1c, St. Louis, Mo.
Lochbihler, Edward, ACCM, San Diego, Calif.
Malkowski, Harry L., CMM, Cambridge, Mass.
Manry, Duke R., CSK, Thomasville, Ga.
Manson, Emmett L., Lt., Worthington, Minn.
Marshall, William R., CTM, Diamond, Mo.
Masa, Rudolph E., Boatswain, Chicago, Ill.
McAlpin, Clovis W., QM2c, Gilmer, Tex.
McCarthy, James B., CY, New York, N. Y.
McCoy, Max M., CY, San Obispo, Calif.
McCracken, Alan R., Comdr, Washington, D. C.
McEvoy, James A., MM2c, Methuen, Mass.
McIntosh, Edward A., AMM3c, Bellaire, Mich.
McKenna, Hugh J., CWT, Vicksburg, Miss.
McPherson, James B., Lt., Manila, P. I.
Menna, William A., AerM3c, Thornton, R. I.
Mills, Lee G., Gunner, Portland, Oreg.
Monroe, Robert H., CMM, Monterey, Calif.
Morin, Joseph E. A., SC1c, Danvers, Mass.
Moritz, Melvin C., F1c, Sedro Woolley, Wash.
Morrisette, Roy L., Chief Quartermaster, Long Beach, Calif.
Nash, Margaret A., Lt. (jg) (NC), Wilkes-Barre, Pa.
Northcott, Robert P., S2c, Pasay, P. I.
Novak, Louis, Jr., PhM2c, Philadelphia, Pa.
O'Haver, Goldia A., Lt. (jg) (NC), Hayfield, Minn.
Olaskey, Charles, CY, Charleston, S. C.
Pace, William G., AMM1c, E. Pasadena, Calif.
Paige, Eldene E., Lt. (jg) (NC), Lomita, Calif.
Pantalone, Guiseppe, SC1c, Norristown, Pa.
Parker, John J., CBM, San Francisco, Calif.
Parks, Harold P., Boatswain, Long Beach, Calif.
Payne, Harry L., PhM3c, Memphis, Tenn.
Permenter, Donald O., PhM3c, Caspar, Calif.
Pfeiffer, James A., Pharmacist, Upper Darby, Pa.
Pingno, Luke M., S1c, Independence, La.
Pitcher, Susie J., Lt. (jg) (NC), Des Moines, Ia.
Pitchford, Robert W., CMM, Long Beach, Calif.
Pitman, Cooper, CMM, Whistler, Ala.
Pohlman, Max E., Lt. (jg) (MC), Los Angeles, Calif.
Quinquinio, Felippe, MAtt1c, Olongapo, P. I.
Rodoc, Emigdio, GM1c, San Antonio, Zambales, P. I.
Reynolds, Arthur T., BM2c, Detroit, Mich.
Rickett, Ernest E., MM1c, Beacon, Ia.
Rogowski, Arthur C., Ptr2c, West Allis, Wisc.
Russell, Otha K., Gunner, Long Beach, Calif.
Salm, Alma E., Chief Pay Clerk, Oakland, Calif.
Sanborn, Phillip H., Ens., Rumford, R. I.
Sartin, Lea B., Comdr., Houma, La.
Satterfield, Frank A., CCStd, Saltlick, Ky.
Sawyer, Joseph H., Lt., Braintree, Mass.
Schuster, Adolph, CMM, Trenton, N. J.
Schweizer, Earl G., Radio Electrician, Long Beach, Calif.
Scillo, Nick, CCM, Manila, P. I.
Seashols, Bob S., SC2c, Indianapolis, Ind.
Selby, William A., EM1c, Akron, O.
Seliga, Martin E., CQM, Fitchburg, Mass.
Shearer, Clarence, Pharmacist, Tamaqua, Pa.
Silverman, Carl, ACMM, Wareham, Mass.
Slater, Thomas A., GM1c, Philadelphia, Pa.
Smith, Alfred L., Lt. (MC), Alexandria, Va.
Soracco, John J., CSM, Brooklyn, N. Y.
Sparks, Delbert L., MM1c, Louisville, Ky.
Steele, Walter E., CPhM, Bremerton, Wash.
Steff, Harry J., CBM, St. Louis, Mo.
Stephens, Lawrence B., CCSt, Lomita, Calif.
Stephenson, Joseph E., Boatswain, Greenfield, Mo.
Steward, Jerry A., Lt. Comdr. (CEC), Streeman, Tex.
Still, Dorothy, Lt. (jg) (NC), Long Beach, Calif.
Strong, Robert C., Jr., Lt. Comdr., Arlington, Mass.
Tapaoan, Nicomedes, MAtt1c, Olongapo, P. I.
Tarkanish, George, S1c, Youngstown, O.
Taylor, Ralph, F1c, La Follette, Tenn.
Teuwen, John, CMM, Pangasinan, P. I.
Thompson, Wendell D., TM1c, Garnett, Kans.
Tirk, Richard E., Ens., New York, N. Y.
Todd, C. E., Lt. (jg) (NC), Pomona, Calif.
Turnipseed, Truman E., Radio Electrician, McCall, Miss.
Villoso, Bonifacio, MM1c, San Antonio, Zambales, P. I.
Walker, John H., Pay Clerk, Vandergrift, Pa.
Waltz, John (n), CBM, Ringoes, N. J.
Ware, Ralph G., PhM2c, Kittery, Me.
Wemmer, Virgil C., EM2c, Salinas, Calif.
West, Max L., S1c, Wellston, O.
Whitney, Rintoul T., Lt. Comdr, Arlington, Va.
White, James F., RM1c, Aurora, Nebr.
Willis, Harry P., CGM, Hamilton, O.
Wilson, Carl M., MM1c, Long Beach, Calif.
Wunder, Steven (n), MM2c, Jersey City, N. J.
Ziefer, Friedrich W., EM1c, Blaine, Wash.
Zundell, Joseph L., Lt. Comdr. (MC), Detroit, Mich.

Official U. S. Navy photograph

LIBERATED from Cabanatuan prison camp on Luzon, Navy men say farewell to Army friends before starting journey home or to join naval units in Pacific.

MAGAZINE DIGEST

Some current magazine articles of interest to naval personnel (from summaries by Magazine and Book Section, Office of Public Relations.)

PACIFIC

THE PHILIPPINES NEVER SURRENDERED by Edward M. Kuder with Pete Martin (Saturday Evening Post, beginning 10 Feb.). An American with 22 years experience in the Philippines organized the guerrilla warfare in the islands. In a series of 5 dramatic articles, he tells about the Filipinos' fierce underground fight against the Japanese — how he organized the Moros, or Mohammedan Filipinos; how the movement began, how the Japs were ambushed, and how the guerrillas fought.

TODAY ON THE CHINA COAST by John B. Powell (National Geographic, Feb.). The American newspaperman, editor of the China Press and China Weekly Review, who was interned in Shanghai, writes a comprehensive article on the ports visited by Admiral Halsey's flyers in mid-January. In addition to Japan's visible spoils of war—shipyards, coal, iron, steel, etc. —he lists her inevitable gains in undermining Western culture as she "Manchukuoizes" the China coast.

HOW THE ATTACK ON TOKYO WAS PLANNED by Admiral William V. Pratt, USN (Ret) (Newsweek, 26 Feb.). These carrier-plane attacks are not hit-and-run affairs, says Admiral Pratt, but "the latest development of the modern sea battle, in which carrier aircraft are the striking forces and other naval craft, from battleships down to and including submarines, play a supporting role." He analyzes the probable disposition of fleet units in the attack and how the tactics were probably worked out.

WHAT LUZON MEANS TO UNCLE SAM by Frederick Simpich (National Geographic, March). Showing what Luzon's strategic value and natural riches meant to Japanese expansion, and how the country has suffered "grievous economic and social wounds" under Nipponese rule. The author predicts that many U. S. veterans will decide to stay in the islands, just as they did after the Spanish-American War. They will go into business, operate mines and plantations, work on new U. S. bases there.

GUAM IS ON THE WIRE (Popular Mechanics, Feb.). A picture sequence shows how the Guam-Midway cable was restored after a 2½-year "blackout."

MACARTHUR AND THE NAVY by Ernest K. Lindley (Newsweek, 5 March). The question of Pacific casualties, and the differences in Southwest Pacific and Central Pacific fighting which made higher casualties in the latter theater inevitable. Lindley explains why the Joint Chiefs decided that Iwo Jima must be taken, even though they knew the cost would be high. "It would be unfortunate," he says, "if this awful, bloody necessity were to be used to fan the embers of jealousy among the services and rivalry for the Pacific command."

PACIFIC STRATEGY: WHERE TO BUILD A PHILIPPINES BASE by Admiral William V. Pratt, USN (Ret) (Newsweek, 5 March). Admiral Pratt discusses the shortcomings of Manila as a naval base, and tells why our army on Luzon was doomed when the Pacific war broke. He cited the advantages of a postwar Philippines fleet base in the sea area between Leyte and Samar.

THIS IS THE FACE OF WAR by Charles G. Bolte (Nation, 3 March). The author favors Navy command in the final drive on Tokyo: "On the record the Navy has shown itself well ahead of the Army in the Pacific as regards training, planning, execution, supply; its assault force, the Marine Corps, is probably the most capable body of fighting men in the world." If we take one of the short roads to Tokyo, he favors a Navy show, with Army troops under its command just as the Marines are.

HOW RUSSIA WILL FIGHT JAPAN by Edgar Snow (Saturday Evening Post, 3 March). Straws in the wind, says the author, are examples of Russian help which "cannot yet be discussed," the attitude of Russian officers toward Japan, and quotes from Russian citizens. Snow reviews Russian grievances against Japan in years past, points out what type of hostilities against Japan would be popular in Russia, and has some remarks on Russo-Chinese relations in that respect.

WILL RUSSIA FIGHT JAPAN? by Alexander Kendrick (American, April). A war correspondent recently returned from Russia says preparations within Russia are taking place—including military, diplomatic and psychological. Only hesitation is the thought of the battle fatigue, the manpower losses and the home-front privations of the European war.

PERSONNEL

WING TALK edited by Frederick R. Neely (Collier's, 24 Feb.). "In the Pacific, you keep meeting men who have absolutely no right to be alive," writes Quentin Reynolds, introducing the story of Hellcat pilot Lt. John B. Johnson—shot down by a Zeke, strafed by another Jap plane in his rubber life raft, rescued and taken to Saipan, narrowly missed by a sniper's bullet, returned to his carrier, and then, badly wounded, coming in for a "belly-flop" with his hydraulic system out, wheels stuck and flaps not working.

WHO IS THIS MAN NIMITZ? by Admiral William V. Pratt, USN (Ret), (Newsweek, 19 Feb.). Admiral Pratt reviews the contributions of Admiral Nimitz in particular, and the Navy in general, which made possible General MacArthur's return to the Philippines.

ICE WATER ADMIRAL by Lt. Hannibal Coons, USNR (Argosy, Feb.). Admiral Raymond Ames Spruance, whose forces "dished it out" to the Japs at Midway, the Marshalls, Truk and the Marianas, has shown his skill as a naval tactician so effectively that he is "America's No. 1 Admiral," claims the author, citing a few of his accomplishments in the Pacific war to back up the claim.

A QUESTION OF BALANCE (Time, 26 Feb.). Time calls Admiral Nimitz "the fleet's human gyrocompass, always on the true plane, always on course for Tokyo." The Admiral's photograph appears on Time's cover and the profile reviews his life and the operations under his command in the Pacific, tells how the "Admiral's team" was moved to Guam.

ONE MAN'S CONTRIBUTION by E. M. Van Duzer (Motor Boating, Feb.). How the Seamanship Training Corps prepares high-school youths for petty-officer ratings in the sea services; its history, founder, and plans for the future.

THE GENTLE MARINE by Sgt. Dan Levin (Liberty, 3 March). A Marine hero of a different type is Pfc. Joseph Morris Berger, who learned Japanese on his own after joining up, was assigned to the 5th Amphibious Corps as an interpreter during the invasion of Saipan. In a first-aid unit, he did all possible to help the enemy civilians, and was told by a high-ranking Army officer, "I think you've done more than any man on Saipan or Tinian to build good-will for America among the people who lived here." Overjoyed, Berger said, "Now maybe I'll make corporal."

"MISS MAC" (Time, 12 March). Complimentary profile of Capt. Mildred McAfee of the Waves, with Time crediting her keen judgment as the foundation of Waves' success. Time's cover is a picture of Capt. McAfee.

SHIPS

THE TRUTH ABOUT JAPAN'S "MYSTERY SHIPS" by Alden P. Armagnac (Popular Science, Feb.). An analysis of Japanese vs. American seapower, estimating that "Japan can probably muster no more than 11 battleships to our 23" for the Battle of Japan. Illustrated by Navy photos of American and Jap ships, a cumulative chart of losses inflicted on Jap shipping by our submarines, and diagrams of the Battle for Leyte Gulf.

MAPPING THE NAVY'S BATTLEGROUNDS by Thomas E. Stimson Jr. (Popular Mechanics, Feb.). How Navy survey craft "poke their noses into Jap-held waters ahead of our fighting ships," and chart the islets and reefs despite attacks from enemy planes, ships, submarines and shore batteries. The survey craft carry photolitho and printing shops so finished charts can be reproduced in color for immediate distribution to the fleet.

FIGHTING MACHINE by Fletcher Pratt (Harper's, March). The history of the battleship *Washington*—"a quiet, businesslike fighting machine"—from her first wartime assignment at Scapa Flow. Although officers and men feared she might be like other Washingtons of the Navy, "often a bridesmaid, never a bride," she broke the jinx at Guadalcanal.

THE ENEMY

TWO WEEKS OF RADIO TOKYO by Robert Sherrod (Life, 19 Feb.). While at sea with the 3d Fleet, Sherrod listened for two weeks to radio reports from Tokyo, broadcast in English every afternoon hour on the hour. Americans were always "panic stricken" or "in hasty retreat." Joy was expressed that U. S. troops had invaded Luzon because "now the Japanese can annihilate them in large numbers." The writer says his favorite phrase was, "All the American ships were instantaneously sunk or damaged."

THE NAZIS NEXT 12 YEARS by Horst Hendershausen (Nation, 17 Feb.). In the opinion of the Bennington political economics professor, "an effective German counterforce with reasonable freedom of action" will be necessary to defeat the Nazi postwar plans and loosen Nazism's hold on the people. He says recent AMG measures tend to suppress the very forces which would establish an order which is not a Nazi order. He warns that "political debacle is not insured by military defeat," that Hitler's plans call for a continuing war.

AERONAUTICS

AIR-SEA RESCUE by Critchell Rimington (Yachting, Feb.). Its story in this war, with a prediction that the "crash boats" will have an important role in postwar aviation. The author is critical of Army and Navy for maintaining two individual rescue services, in spite of the fact that a joint air-sea rescue advisory committee was established in Washington shortly before we entered the war. He sees Coast Guard air-sea rescue service as serving both commercial and private aviation in the postwar years.

HELICOPTERS (Life, 26 Feb.). A brief article, with pictures, on the present state of helicopters. Only ones in quantity production, says Life, are Sikorsky's. So far 262 flyers have become helicopter pilots. Civilian use after the war will be limited by the fact they will not be easy to fly and they will be expensive.

WING TALK edited by Frederick R. Neely (Collier's, 17 March). Bluejackets, GIs and marines frequently write in to inquire about postwar opportunities in aviation. This edition of Wing Talk discusses some of the endless possibilities: nonscheduled operations, operational jobs at airports, flight instruction, crop dusting and seed planting, flying fire engines in forestry preservation work, etc.

MILITARY TRAINING

SHALL ALL OUR BOYS HAVE ONE YEAR'S MILITARY TRAINING? by Thomas M. Johnson (Reader's Digest, Feb.). This article attempts to set forth just what Army and Navy propose. It is *not* a "glorified CCC" nor a fruitless year of "serving time in the Army." It would be a year of training—three months on basic, the rest on a specialty. All trainees would be liable for about five years to be called to active service, but no refresher courses. In five years there would be perhaps 5,000,000 citizen soldiers, sailors and marines "so well trained that with only a month or two for assembly and physical conditioning they could help defend this country."

UNDER WHAT BANNER? by John Scholte Nollen (Nation, 24 Feb.). The president emeritus of Grinnell College states his case against peacetime military conscription: it would repudiate our expressed desire to cooperate in world organization; it is an outmoded measure, as obsolete as the Maginot line; and our adoption of it "would only serve as an added obstruction to the gradual disarmament by other nations which must follow the enforced disarmament of our present enemies."

NEEDED: A CITIZEN'S ARMY by Irving Lipkowitz (Nation, 3 March). The problem, in the opinion of this Department of Justice economist, is not whether we want compulsory military training, but whether we shall have a citizens' army or a professional army. He tells why a citizens' army is more democratic.

CONSCRIPTION FOR PEACETIME by Hanson W. Baldwin (Harper's, March). The N. Y. Times military analyst examines arguments for and against it, says that he believes the only real issue is military necessity, and that conscription is only part of the broader problem of postwar defense. He recommends a fact-finding commission appointed by President, Congress or both, and made up of lawyers, scientists, educators and congressmen. It should have Army, Navy and Air Force advisers "but probably no military members."

POSTWAR

OCEANS OF OPPORTUNITY by Warren H. Atherton (American, April). A past national commander of the American Legion, after a 30,000-mile tour of the Pacific, foresees a new "Pacific island frontier." A group of Navy men in New Guinea have a "Big Idea"—to start a trading company to buy and sell in the islands formerly held by the Japs. They plan to buy an LST, deliver and take cargo anywhere, stimulate trade with thousands of formerly isolated people. The author paints other opportunities which GIs see in Alaska, Pacific islands and the Philippines.

OUR SECOND CHANCE FOR PEACE by Joseph H. Ball (Collier's, 10 March). The Minnesota senator analyzes the probable senate line-up on joining a world peace organization, tells why the chances are better now than in 1919. He believes that V-bombs and B-29s, which give some idea of the range and horror of World War Three, are the most powerful argument for full participation in collective international efforts to maintain peace. National isolation would be national suicide.

STALIN'S PLANS FOR GERMANY by Ella Winter (Collier's, 10 March). Russians are able to carry on reeducation activities among German prisoners because they are not signatories to the Geneva Convention, which has been interpreted as forbidding such practices. This article tells the history of the Free Germany Committee, which has "made over" tens of thousands of Germans in the Soviet Union. "Many of these may become the nucleus of whatever new democratic government it will be possible to establish in Germany," says the writer.

VETERANS

THE TALK OF THE TOWN (New Yorker, 17 Feb.). The New Yorker fears that "Girls are receiving so many instructions about pulling a man through the postwar marital adjustment period that they are going to be something of a domestic problem themselves." Nothing could be worse for a returning veteran, the writer says, than "the awful glare of an understanding woman." They are being over-indoctrinated on rehabilitation problems. Better it would be, he advises, for the wife to forget the books and mix her hero a drink, not forgetting to pour herself one first.

YANKS AT YALE by Vance Packard (American, April). The story of two of the 112 veterans now studying for civilian careers at Yale, under the GI Bill's provision for education. Author compares attitude of veterans to the peacetime students or non-veterans, and believes there is "less nonsense" about the veteran—he has a better appreciation of his education and is eager to acquire knowledge and begin his career.

SOLDIER INTO CIVILIAN by Christopher La Farge (Harper's, March). A sensible discussion of homecoming readjustments, based on an orientation talk recently by the author at Army ATC bases. He points out some of the pitfalls the soldier-turned-civilian will face, stressing that the soldier was once a civilian and must and can become a civilian again: "He must not let anyone or any group persuade him to become a professional ex-soldier. These are the men to help to foment war."

MISCELLANEOUS

ARE WE CODDLING ITALIAN PRISONERS? by David G. Wittels (Saturday Evening Post, 3 March). Another article on an oft-repeated charge: that Italian POWs in the U. S. are treated too well, Author points out that these men are the lowest-paid workers in our war effort, wear cast-off Army uniforms, and are not prisoners—they are non-fascist work volunteers. He tells of the work they are doing for us, their attitude toward the U. S., and the desire of many to fight the Germans to rescue their families.

WHAT THE WAR REALLY DID TO FRANCE by Jefferson Caffery (American, April). Devastation is far worse than in 1914-18 despite rumors that "Frenchmen were well fed," their "women had smart clothes," and "workers were liberally paid." Tuberculosis increased four times over during occupation; the birth rate declined; 900,000 homes and buildings were destroyed. One million persons in the north of France alone are without homes. Transportation facilities are so dislocated that available supplies cannot be distributed. Here are facts and figures from the U. S. ambassador to France on the real story of France's plight.

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands which in all possible these provisions may be returned via late instances. Communications which violate these provisions may be returned via official channels. Do not send postage or return envelopes; no private reply will be made.

BALD-HEADED SEABEES

SIR: According to the following quotation from Lt. William B. Huie's book *Can Do! The Story of the Seabees*, p. 148, the "120th Battalion has made an earth-shaking discovery which may cause a mass migration to Africa when the war is over. It seems that there is a combination of wind and sun at Arzew which restores life to dead scalps and causes luxuriant growths of new hair." He also says, in quoting a report from the 120th correspondent, that some of the members who were "as bald as billiard balls when they came to Africa are now sporting a new crop of hair."

This report, he says, has brought an insistent demand that all bald Seabees be placed in one battalion, and that the "Bald Battalion" be assigned one year's duty in Arzew.

As I have just completed my 30 days leave, after 28 months in the South Pacific, I would appreciate any information about this "Bald Battalion." I would like to volunteer, as I have lost all of my hair. —S.A.O., SF2c.

• *Since the 120th CB has been inactivated and returned from North Africa without relief, there are no billets for Seabees open in the fabulous hair-raising city of Arzew.*—ED.

SHORPUBINT

SIR: I have seen a mysterious abreviation, "SHORPUBINT," used in dispatches. Can you tell me what it means? —R.I.L., Y3c, USN.

• *"SHORPUBINT" is an abbreviated phrase used in dispatch orders to save wordage; it means "The Secretary of the Navy has determined that this employment on shore duty is required by the public interests." A federal law passed 3 March 1883, later amended but still in effect, provides that no regular Navy officer may be ordered to shore duty, except in cases specially provided by law, unless SecNav determines that it is required by the public interests. This fact must be stated in such orders, dispatch and otherwise. Other phrase equivalents may be had in BuPers Circ. Ltr. 35-43 (NDB, cum. ed. 1943, 43-683).*

LONGEVITY IN THE BRIG

SIR: Is it necessary to make up time lost in the brig, where no checkage of pay is involved, for longevity pay purposes?—I.S., Y1c, USNR.

• *No, if the confinement is in the brig of a ship or station. Yes, if it is time lost due to detention in a naval prison, as provided for by BuS&A Manual, Art. 2143.*—ED.

WRITING FOR PUBLICATION

SIR: Information is requested regarding regulations and restrictions governing the sale for profit of literary material by officer and enlisted personnel attached to public relations units of the Navy, Coast Guard and Marine Corps.

It is, of course, realized that any writing performed as a part of a man's duties in connection with public relations is not his property. But clarification is desired on the man's rights to sell, as an individual, any material which he has written on his off-duty hours, particularly fiction or non-fiction which may have background material relative to one of the armed forces or characters who are servicemen or women.

Is there any restriction on the sale of material which the man may have written prior to being assigned to a public relations unit?—G.B.S., Sp(PR)2c, USCGR.

• *There are no restrictions on the sale of articles on non-naval subjects which Navy, Marine Corps or Coast Guard officers and enlisted personnel assigned as regular duty to a public relations office may write during their off-duty hours. If they deal with any controversial subject at which a friendly foreign power might take offense, they must be cleared for policy before submission to a publisher. There are no restrictions on the sale of fiction which may have a naval angle or background.*

However, all written material on military matters or fiction with a military background must be submitted for security review prior to publication.

In the case of non-fiction articles on naval subjects, personnel serving in public relations offices as regular duty (not those who may be assigned to some public relations work as collateral duty) are not permitted to write for profit on any naval subject.

There are no restrictions on the sale of articles or stories which public relations personnel may have written prior to entering the service, except that they should be passed for security if they contain information relative to the armed forces.—ED.

DISABILITY PENSION

SIR: While on duty in the Admiralties, I lost a finger (ring finger, left hand). Is any compensation due me, and if so, how soon?—A.R.G., NM2c.

• *Not while you are still in the service; but when you are discharged or separated from service under other than dishonorable conditions, you may apply to Veterans Administration, Washington 25, D. C. This application can be arranged at the place where you are discharged. The amount of disability benefits to which you may be entitled depends upon your percentage of disability, as determined by a Veterans Administration rating board. Loss of a finger, for instance, would involve a certain disability for a farmer but a higher disability for, say, a concert violinist. The rating board takes such things into consideration. Disability pension ranges from $11.50 a month for 10% disability to $115.00 a month for 100% disability.*—ED.

ALLOWANCE AND QUARTERS

SIR: If a married officer is housed in Government quarters, but still has to maintain a separate home for his family, does he lose any or all of his allowance for quarters?—A.G.L., Lt., USNR.

• *If the Government provides a married officer with quarters in a BOQ, he does not lose his allowance for quarters, whereas a single officer does, except when on temporary additional duty from a permanent station where he is entitled to rental allowance.*

If Government quarters are provided which are designated, under the provisions of Navy Regs, Art. 1819, as being suitable for the married officer and his family at a place where it would be possible for his family to be with him, he loses his allowance even though they do not choose to live in the quarters provided.—ED.

COAST GUARD CASUALTIES

SIR: As a member of the Coast Guard, which serves under the Navy, I think that the public should be enlightened as to the true value of our service and sacrifices. It seems to me, considering the scope of our operations in this war, that the casualty figures published on p. 42 of the Feb. 1945 INFORMATION BULLETIN are too light for our branch of the service.

Back in Dec. 1944 you published a list of ships lost in this war, in which, according to a letter answered in the Feb. 1945 issue, p. 38, Coast Guard vessels lost were listed simply as naval vessels lost, since the Coast Guard operates as part of the Navy. This leads me to ask: Are Coast Guard personnel casualties listed separately, or are some of them included with those of the Navy?—T.A.J., Y1c, USCGR.

• *Coast Guardsmen who are dead, wounded, missing or prisoners are listed as Coast Guard casualties (see p. 42), whether or not they are serving in Coast Guard units.*—ED.

UNCLE SAM'S WORD

SIR: Several men attached to this ship have indicated their intentions of canceling their War Bond allotments, giving as their reason a conviction that after the war "everyone will be cashing in their bonds and the Government will either stop letting the bonds be cashed until they mature or be so swamped with cancellations that it will take months before we can get our money." Is there any assurance that the money invested in War Bonds will be readily available after the war for immediate use? Also, what is the procedure for obtaining bonds that have been placed in the Navy Safe-Keeping Depository in Cleveland?—C.M.B., Lt. (jg), USNR.

• *A recent Treasury Department letter to the Navy's Coordinator of War Bonds, said:*

". . . this is one of the standard rumors that has been with us for a long time. There is no likelihood that this will happen. The Government has never repudiated any of its contracts. The fact that there are about 85 million bond holders throughout the country should convince anyone that such a move would be unfeasible politically even if there was a disposition to bring it about."

Treasury Under Secretary Daniel W. Bell has stated flatly that "the obligation of the United States to pay before maturity, at the option of the owners, in accordance with the term of the bonds, is quite as binding as its obligation to pay at maturity."

As for obtaining bonds from the Navy Safe-Keeping Depository, all you have to do is to write direct to the Field Branch, BuS&A, Navy Dept., Bond Issuing Division, 13th and Euclid Avenue, Cleveland 15, Ohio, giving full name, service or file number, effective date of bond allotment, if you know it, and the address to which you want the bonds mailed.—ED.

OLDEST SERVICE

SIR: We are having a large argument: Which is the oldest service, the Army, Navy, Marines or Coast Guard?—H.K.R., MM2c.

• *The Army, Navy and Marine Corps had their roots, but not their official beginnings, in the American Revolution. The Continental Army was authorized on 14 June 1775; the purchase of ships for the defense of the colonies on 13 Oct. 1775; the first battalions of Marines on 10 Nov. 1775. Then when the colonies became states, the Congress established the War Department on 7 Aug. 1789 with authority over all land and sea forces until 30 April 1798 when the Navy Department was established and took over control of all naval affairs. Formation of the Marine Corps followed on 11 July 1798. The Revenue Cutter Service was established on 4 Aug. 1790, combined with the Life Saving Service in 1915 and renamed the Coast Guard.* —ED.

KHAKI-VS-GRAY UNIFORMS

SIR: Is there any indication that the khaki working uniform may replace the regulation grays? If a vote were taken among officers, at least at this station, khakis would win by almost all hands.—A.C.A., Lt., USNR.

• *No change from the current regulation (Uniform Regs., Art. 11-10, including footnote 1) is contemplated. This regulation provides for the gray working uniform. During the transition period khaki uniforms which are now in possession or manufactured may be worn until the supply of these uniforms is exhausted or those in possession worn out.*—ED.

COST OF BINDER

SIR: In accordance with the information published on p. 39 of your Feb. 1945 issue, I wrote the Sieber Loose Leaf Co., at the address you gave, and enclosed a check for $2.00 for a binder for Naval Courts and Boards.

The Vevier Loose Leaf Co., 216 South 7th Blvd., St. Louis 2, Mo., which appears to have taken over the Sieber business, has replied that the binders now cost $2.50, plus charges for parcel post and insurance.

I think this revised information should be published.—R.F.W., Comdr., USNR.

EX-APPRENTICE

SIR: Who is eligible to wear the ex-apprentice distinguishing mark described in Uniform Regs, Art. 8-7, paragraph d(8)?—C.M.C.J., AS, USNR.

• *The term "apprentice" was changed to "apprentice seaman" by an act of 26 June 1906. Enlisted men who passed through this rating when it was called "apprentice" are eligible to wear the distinguishing mark, illustrated at the right. CPOs wear the insignia on their coat sleeves below the rating badge, midway between the elbow and wrist. All others wear it just below the loop for holding the neckerchief (or on jumpers having no loop, in the same relative position below the "V" neck line). It should be noted that men who have passed through the* apprentice seaman *rating are* not *eligible to wear the insignia.*—ED.

INSIGNIA

SIR: (1) If an officer is authorized to wear both the flight surgeon insignia and the parachutist insignia, how should they be placed on the uniform? (2) If an officer is entitled to both the aviation and submarine insignia, how should they be worn?—B.J.M., Lt., USN.

• *The following recommendations in answer to the above questions, not specifically covered by Uniform Regs, were recently approved by the Chief of Naval Personnel: (1) Naval personnel authorized to wear the parachutist insignia together with aviation or submarine insignia are to wear the aviation or submarine insignia uppermost. When worn with ribbons, the aviation or submarine insignia are to be worn above and the parachutist insignia below the ribbons. (2) When serving in aviation, the aviation insignia is to be worn uppermost; when serving in submarines, the submarine insignia is to be worn uppermost. If serving in neither, the insignia which was earned first is to be worn uppermost.*—ED.

V-7 MATHEMATICS

SIR: The article on V-7 (reserve midshipman) requirements in your January 1944 issue, p. 73, says that applicants "should have completed successfully two one-semester courses in college mathematics." Does that apply to candidates for Supply Corps training or only to those seeking training for deck and engineering duties, for which a background in math obviously is necessary?—R.J.R., Y2c, USNR.

• *Since a good deal of the work of Supply Corps officers, too, involves mathematics, the requirement is the same for all V-7 candidates: see BuPers Circ. Ltr. 373-44 (NDB, 15 Dec. 1944, 44-1402). However, a CO may recommend a man who does not meet the math requirement if he believes—and so states in endorsing the application—that the applicant is an outstanding candidate whom he feels can complete the course successfully.*—ED.

DISCHARGE FROM NAVY

SIR: If a Wave marries a Navy man who is stationed in the States, is she eligible for a discharge or release to inactive duty?—B.F.B., CSD(A).

• *No; not for that reason alone. BuPers holds that a Wave's marriage, either to a Navy man or to anyone else, is not in itself sufficient reason to justify her discharge or release to inactive duty.*—ED.

CPO GLOVES

SIR: Inasmuch as CPOs are permitted by Uniform Regs, Art. 4-23, to wear the same raincoat as authorized for officers, the question has arisen as to whether officers' gray gloves may also be worn by CPOs. The subject of gloves is not covered in the chapter on CPO uniforms.—W.B.H., CY, USNR.

• *Chapter V of Uniform Regs, Art. 5-53 specifies Navy-blue woolen gloves for CPOs.*—ED.

HOUSE TRAILER

SIR: I have hauled a "house trailer" twice (once from Portland, Me. to New Orleans, La., and once from Norfolk, Va. to Farragut, Idaho), both times on permanent change of station orders. Because of this, I have never requested the Government to ship any household effects.

While the cost of hauling a trailer is not great, it does reduce the mileage obtained per gallon by about 30 percent, especially over mountainous territory.

Has any provision been made to cover reimbursement for hauling such a trailer in lieu of shipment of household effects?—U.F.M., Ship's Clerk, USN.

• *To claim reimbursement for the movement of household effects, you must submit a bill from a commercial carrier. There is no legal provision for any allowance to cover the cost of moving such property yourself. Nor would you be eligible for reimbursement had you shipped the trailer by commercial carrier, since automobiles (in which category a trailer would be considered) are not in the permitted class of household effects which may be shipped at Government expense.*—ED.

PIN-ON DEVICES

SIR: According to my interpretation of Uniform Regs, the collar pin-on device is not required when a coat is worn. Is this correct?—R.C.G., CRE, USN.

• *You are correct. Pin-on collar devices are required only for the working uniform. They may be worn, but are not required, when the coat is worn. They are required, however, when the coat is not worn, under provisions of Navy Uniform Regs 11-20.*—ED.

SALUTING

SIR: Does a warrant rate a salute? I claim that a chief warrant does, but that a warrant does not since he holds no commission.—R.D.K., QM1c.

• *Both a warrant officer and a commissioned warrant officer rate salutes. The fact that one holds a warrant and the other a commission makes no difference in their status as officers; and, like all officers, they are required to salute seniors and return salutes of juniors, as provided by Navy Regs, Art. 266.*—ED.

V-12 PROGRAM

SIR: (1) Are men who are color blind eligible for the V-12 program? (2) Is it possible for V-12 graduates to be commissioned in the Seabees?—W.T.M., S1c, USNR.

• *(1) No, color perception must be normal, under provisions of BuPers Circ. Ltr. 374-44 (NDB, 15 Dec. 1944, 44-1403). (2) Civil engineering graduates of the Navy V-12 program are eligible for commissioning in the Civil Engineer Corps for assignment to the Seabees.*—ED.

SIR: Are men who were previously in officer-training programs eligible for the V-12 class to begin 1 July 1945, for which, according to the January 1945 INFORMATION BULLETIN, p. 73, 2,000 enlisted men are to be selected?—D.L., S2c, USNR.

• *Yes, they may be considered for selection by the selecting command, provided they have completed at least six months of sea duty before applying for reassignment to the V-12 program. This sea duty is not required in the case of men separated from officer training only because of flight failure, according to instructions contained in BuPers Circ. Ltr. 374-44 (NDB, 15 Dec. 1944, 44-1403).*—ED.

Limited space makes it impossible to print more than a small proportion of the letters received each month. Only those of widest interest, for which the answers are not readily available at ships and stations, can be selected. If your letter does not appear, it is suggested that you check back through recent issues of the INFORMATION BULLETIN; since many letters must be eliminated because they have been answered by previous material in the Letters column or elsewhere.

SALE OF SURPLUS PROPERTY

SIR: Is it possible to purchase a used Kodak Medalist camera, the type now used by the Navy, from the Surplus Property Commission?—R.D.P., S1c.

• *Property of this type, when declared surplus, may be sold only to registered dealers, tax-supported institutions and Government agencies by the Surplus Property Commission of the Treasury Department; no sales may be made to individuals for their own personal use. As yet few cameras have been declared surplus.*—ED.

SIR: Can you give me any information as to the organization which handles the sale of surplus pontoon dry docks?—A.D.G., BM2c.

• *The sale of surplus marine equipment, such as pontoons, anchors, anchor chains, bulkheads, etc., is handled through the Surplus Property Section, Procurement Division, U. S. Maritime Commission, Washington 25, D. C. Although pontoon dry docks have not been declared surplus, large pontoons suitable for building dry docks are now available. Marine equipment is sold directly to individual purchasers either at quoted prices or under sealed bids.*—ED.

FORWARDING OF REQUESTS

SIR: Is a CO obligated by regulation to forward applications for commissions?—J.G.A., EM1c, USNR.

• *In the case of applications for permanent commissions in the Naval Reserve, all of which are originated by the applicants themselves, the answer is Yes. Navy Regs, Art. 2020 (1), says: "All officers through whom communications from subordinates are sent for transmittal to higher authority shall forward the same if in proper form and language as soon after their receipt as practicable and shall invariably state their opinions in writing, by endorsement or otherwise, in relation to every subject so submitted." However, in the case of applications for temporary commissions in the Naval Reserve or regular Navy, the CO must originate the applications by recommending men for appointment to commissioned ranks, therefore the question of whether a CO is "obligated by regulation" to forward such applications would not arise.*—ED.

SLATE GRAY UNIFORM

SIR: Is there any existing authority or pending change which would allow officers and CPOs to wear white shirts, instead of gray, with the slate gray uniform?—T.W.S., CBM, USNR.

• *No.*—ED.

SPECIALIST (U)

SIR: Is the Women's Reserve rating of specialist (U) still in effect?—M.R.L., S1c, USNR.

• *No, this rating was abolished by a directive dated 17 April 1944 from the Chief of Naval Personnel to various interested commands (Pers-67-Hn QR8/P17).*—ED.

WAVE 'TORPEDOMEN'

SIR: Would it be possible for a Wave who is a graduate of the Navy Training School of Aircraft Instruments to be assigned duty in a torpedo shop for work on torpedo gyroscopes? Would she be eligible for Sp(X) or TMV ratings? If not, what rating could a Wave with such training strike for?—P.D.S., S1c, V-10, USNR.

• *The assignment of Waves to torpedo shops, after completion of the Naval Training School (Aircraft Instruments), would not be in accordance with BuPers Circ. Ltr. 283-44 (NDB, 30 Sept. 1944, 44-1132), which calls attention to the necessity for properly utilizing the training and ratings of enlisted personnel. Waves are not eligible for TMV ratings, under provisions of a letter from the Chief of Naval Personnel, dated 7 Aug. 1944 (Pers-67-Bt QR8/P17), to commandants of naval districts, river commands, air training commands and COs of all shore stations and shore-based fleet activities in continental U. S. Nor would Waves in such duty be eligible for the Sp(X) rating. Graduates of Naval Training School (Aircraft Instruments) are eligible to strike for AMMI rating.*—ED.

BUREAU OF NAVAL PERSONNEL
INFORMATION BULLETIN

Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action.

APRIL 1945 NAVPERS-O NUMBER 337

This magazine is published for the information and interest of the Naval Service as a whole, but opinions expressed are not necessarily those of the Navy Department. Articles of general interest may be forwarded to the Editor.

All dates used are local time at scene of action unless otherwise indicated.

IF YOU'RE LOOKING FOR SOUVENIRS

ON the back cover of this magazine is a thought which may save your life. The subject is souvenirs, and because Americans have an insatiable appetite for collecting all kinds of things from stamps to antique cars, it deserves a little more discussion here.

The war seems to have stimulated this national desire to go into the collecting business. And the enemy knows and understands this American lust for souvenirs. That's why he has so cunningly won several rounds in the "battle of the booby traps."

Death in the line of duty is a tragedy; but when death is due to an accident, the tragedy to the family is especially acute—and death in the act of acquiring a worthless souvenir is clearly an avoidable accident.

No souvenir is worth risking your life to get. And no matter how innocent it looks, *remember*: It may be a booby trap, wired with enough explosives to destroy you and your shipmates.

It is infinitely better to be safe than to give your family cause to be sorry. They would much rather have you than any souvenir.

QUOTES OF THE MONTH

• *Lt. Gen. Alexander A. Vandegrift,* Commandant, USMC: ". . . Possesion of Iwo Jima is not an end in itself. It is a means—a step—a vital step—toward the end. Like every triumph from Guadalcanal to Guam, from New Guinea to Luzon, from the Indian border to Myitkyina, it is a part of the closing pincers on Japan proper. The march will go on."

• *Navy pilot over the Bonins:* "I've got four already—and 30 more cornered."

• *General of the Army MacArthur,* addressing his men on Corregidor: "Hoist the Stars and Stripes and let no enemy ever haul them down."

• *Japanese Premier Koiso:* "There can be no doubt of the American aim at invasion of the Japanese homeland. Before embarking they will create air bases along the line [formed by the] Bonins-Iwo-Ryukyus-Formosa . . . Presumably the invasion of the Japanese islands will be undertaken in a not far future."

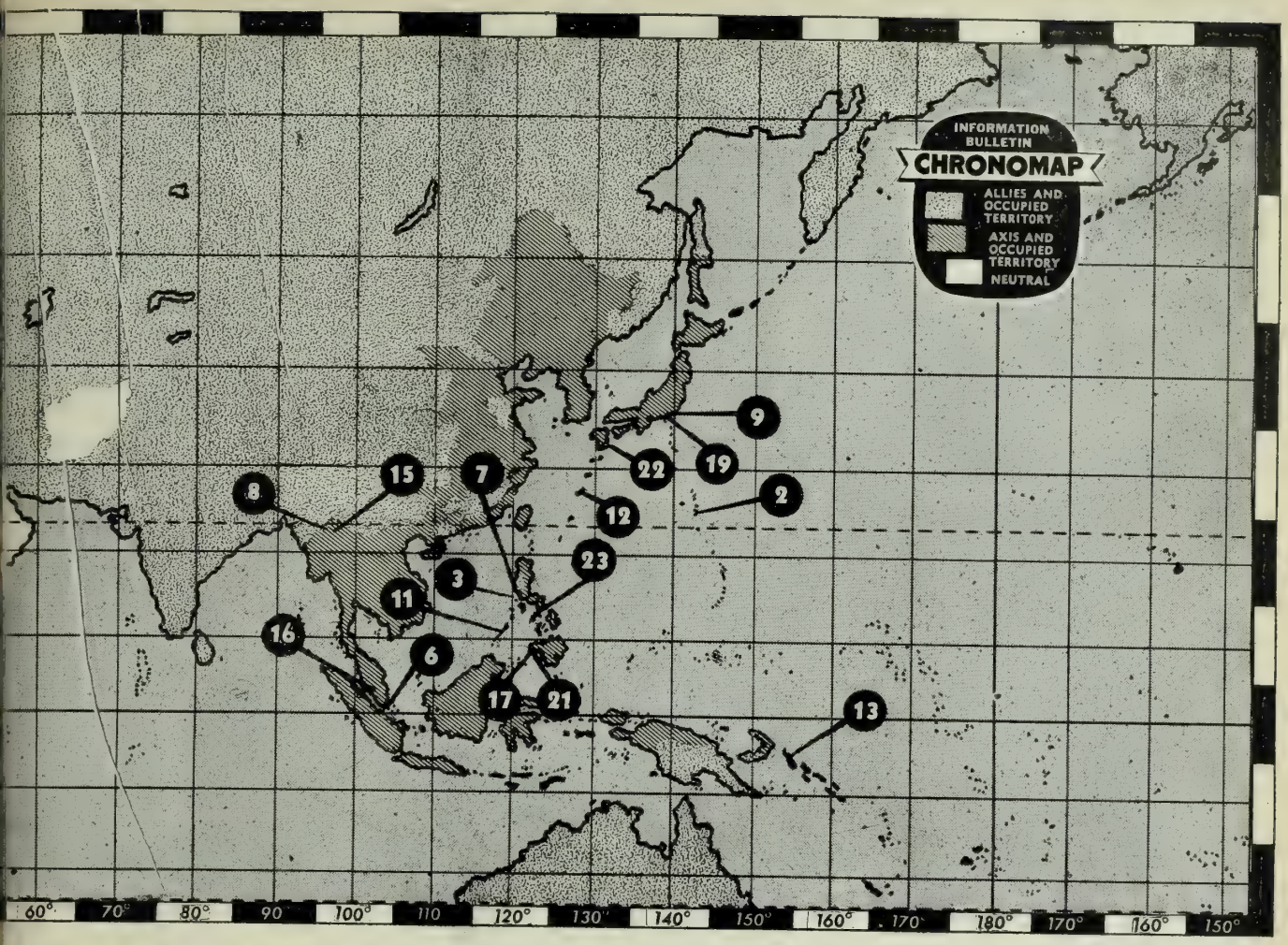
• *President Roosevelt:* ". . . The unconditional surrender of Japan is as essential as the defeat of Germany . . . . Japanese militarism must be wiped out as thoroughly as German militarism."

• *Admiral Halsey:* "If we let the Japs negotiate a peace now and we do not demand absolute and unconditional surrender, we will be committing the greatest crime in the history of our country. They will merely use the peace, as Germany did before them, to build up for another war."

• *Prime Minister Churchill:* "Let Germany recognize that it is futile to hope for divisions among the Allies and that nothing can avert her utter defeat."

• *British pilot,* to CO of USS *Saratoga* after landing on her huge flight deck: "Sir, I feel as if I had landed in your state of Texas."

1. Round-the-clock bombing of Germany continues by up to 8,000 Allied planes a day (21 Feb.—20 March).
2. 3rd Marine Division reinforces 4th and 5th on Iwo (21 Feb.); Iwo captured (16 March).
3. American troops in Philippines land on Capul (22 Feb.), Biri (23 Feb.), Verde (26 Feb.), Lubang (2 March), Ticao and Burias (3 March) and Romblon and Simara Islands (14 March).
4. Red troops take Posen, Poland (23 Feb.).
5. Americans launch offensive toward Rhine (23 Feb.), capture Cologne (6 March), cross Rhine (7 March).
6. B-29s bomb Singapore naval base (24 Feb., 2 March).
7. Jap resistance ends in Manila (24 Feb.); first Allied cargo ship enters harbor (28 Feb.).
8. British take 8 Burma airfields in 85-mile drive (25 Feb.—4 March).
9. Pacific Fleet carrier planes (26 Feb.) and 300 B-29s (10 March) hit Tokyo.
10. Russians reach Baltic, trap 200,000 Nazis (1 March); encircle Stettin (8 March).
11. U. S. troops land on Palawan Island (1 March).
12. U. S. carrier planes strike Ryukyus; warships bombard Okina Daito Jima (1 March).
13. Australians land on Saposa Island (8 March).
14. Red troops enter Danzig territory (8 March).
15. Indian troops enter Mandalay (8 March).
16. B-29s bomb Kuala Lumpur, Malay (10 March).
17. Americans land on Mindanao (11 March).
18. Russians take Kuestrin (12 March).
19. 300 B-29s bomb Nagoya, Japan (12, 19 March).
20. U. S. 3d Army clears west bank of Moselle (14 March), captures Coblenz (17 March); joins with U. S. 7th Army (20 March) to shatter German forces in Saar-Moselle-Rhine triangle.
21. U. S. forces invade Basilan (17 March) and Malamaui Islands (19 March) in Philippines.
22. Pacific Fleet carrier planes strike Kyushu (18-19 March), hit 15 to 17 Jap warships, destroy 475 planes.
23. Yanks land on Panay in Philippines (19 March).



THE MONTH'S NEWS

Marines Take Iwo Jima; Our Planes Hit Jap Fleet; Yanks Pour Across Rhine

PERIOD 21 FEBRUARY THROUGH 20 MARCH

The War

MAJOR milestones were reached by Allied fighters last month on opposite sides of the globe.

• In the Pacific: U. S. Marines captured Iwo, giving us air bases within fighter-plane range of Tokyo, as American carrier planes caught and crippled remnants of Japan's fleet in home waters.

• In Europe: Yanks crossed the Rhine, last great natural barrier to the heart of Germany from the west, while Russians closed in on the east.

Capture of Iwo set American flyers up in business on airstrips only 652 sea miles from Tokyo. The month saw the first bomber mission take off from its strips, and the importance of the island was underscored by announcement that some 100 Superfortresses, unable to make it back to their bases in the Marianas, had landed on Iwo.

Tokyo and other high-priority industrial targets in Japan got a sample of what they could expect from the air from now on. Superfortresses, no longer harassed by Iwo as an interception point, winged over Japan in fleets of 300 and more, and in the month dropped their first 1,000-ton single raid package on the Jap capital.

Other bomb deliveries on the enemy homeland were made by carrier planes of the Pacific Fleet, which not only hit industrial targets and took a heavy toll of Jap planes but knocked a big hole in what was left of the imperial navy.

To the south the Jap war-loot empire was pinched smaller by the capture of Manila, 13 new landings in the Philippines and advances by the Allies in Burma.

Meanwhile, Germany too was feeling the pinch. Eight Allied armies were heaving at crumbling defenses in the west, balanced by seven Russian armies grinding away in the east. The Yanks, across the Rhine, were on the threshold of Germany's industrial Ruhr; the Russians, across the Oder, were closing on the Berlin flanks. Allied bombers worked around the clock, doing spadework for what was to come. All was ready for spring. And in London Winston Churchill said there might be harvest by summer.

The month's war developments, blow by blow, follow on succeeding pages of this section.

LAST MAY

U. S. and British naval units teamed up to batter both ends of the Axis, providing gunfire support for the Allied big push in Italy and sending carrier aircraft against Jap oil plants on Java. Southwest Pacific forces leaped toward Philippines by landing on Wakde and Biak.

MAY 1945

SUN	MON	TUE	WED	THU	FRI	SAT
*	*	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31	*	*

What will we do this year?

Official U. S. Navy photograph

FUJIYAMA BELOW! When Navy carrier planes raided Tokyo in February, they shot this landmark—with a camera.

PACIFIC

Iwo Is Ours

Fleet Admiral Nimitz, in Pacific Fleet Communique No. 300, announced: "The battle of Iwo Island has been won. The United States Marines by their individual courage have conquered a base which is as necessary to us in our continuing forward movement toward victory as it was vital to the enemy in staving off final defeat . . ."

Thus, after 26 days of the hardest fighting in Marine Corps history, Iwo Jima, 652 nautical miles from the Japanese homeland, fell. The price: 4,189 Americans killed, 15,380 wounded, 441 missing. Japanese dead totaled five times ours. Many of the Marine wounded had returned to the battlefields before the last Jap pockets were wiped out.

The Iwo battle ended at 0600 on 16 March when elements of the 3d and 5th Marine Divisions pushed through the cave and pillbox defenses in the northern section of the island to reach Kitano point. The 3d and 4th Marine Divisions had reported resistance ended in their zones several days before; the 3d then joined in the final push with the 5th, which had been held to slight advances over the last Jap defense line in some of the toughest terrain in the Pacific.

The fight for Iwo was tough from the start. Seventy-four days of bombing by Army B-24s and B-17s and carrier planes and intensive pre-invasion naval shelling left many pillboxes and gun emplacements undamaged. The island was covered with interlocking pillboxes and underground labyrinths, the results of years of planning by the enemy. Enemy garrisons on the island were especially trained to utilize the defensive advantages of the island, which included a high volcanic cone, cliffs, deep gulleys, hills and a series of terraces rising from the beaches. Despite such obstacles, the marines, day by day, pressed forward, sometimes having only a few yards to show for their blood and sweat. In the first 10 hours of the fighting there was a casualty rate of 90 an hour. When elements of the 3d Division landed on 21 February, 60,000 marines had been put ashore in three days. On the fourth day of the battle, with carrier planes and naval gunfire assisting, the marines held a slight advantage. By 25 February two-thirds of the northern strip of the island's central airfield was in American hands. Two days later half of the island was secured and the third airfield (under construction when the Marines landed) reached.

At the end of the first week in March 5,000 surgical masks were rushed to Iwo to protect marines from sulphur dust and volcanic ash. The ash, proving a valuable ally to the Japs, filled eyes, mouths and lungs and clogged guns and motor vehicles.

CASUALTY FIGURES

Casualty figures among naval personnel through 20 March totaled 91,648. Total since 7 Dec. 1941:

	Dead	*Wounded*	*Missing**	*Prisoners**	*Total*
U. S. Navy.....	24,146	13,204	9,342	2,378	49,070
U. S. Marine Corps.	10,442	28,262	883	1,889	41,476
U. S. Coast Guard.	598	210	294	....	1,102
Total	35,186	41,676	10,519	4,267	91,648

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.

By 10 March the 3d and 4th Marine Divisions had captured most of the east coast of the island while the 5th Division had compressed the enemy into a small pocket at the northern end. That day Army fighters based on captured Iwo airstrips joined carrier aircraft in providing close support for the troops. On 14 March the U. S. flag was formally raised on Iwo although there was slight Jap resistance in a few pockets.

Secretary of the Navy Forrestal, who visited Iwo Jima during the attack, commented on his return to Washington: "Iwo Jima was the lock to one of the vital sea and air gates to the defenses of Japan . . . For us it offers many offensive possibilities both for bomber planes and, what is even more important, for fighter cover for the big bombers when and if Japanese fighter opposition to B-29s becomes more intense. Furthermore, its location brings the B-24s and B-17s within effective range of the Empire."

By the end of the month two of Iwo's three airfields were in operation. Nearly 100 B-29s, returning from fire raids on Japanese cities, made emergency landings on Iwo after damage or fuel exhaustion. Army bombers were also using the island airstrips. (For picture story of Battle for Iwo, see page 4.)

We Catch Jap Fleet at Home

Carrier aircraft of the U. S. Pacific Fleet paid their second and third visits to Japan last month. On 25 February, flying under extremely adverse weather conditions, Navy planes swooped over Tokyo in wave after wave. Numbered at 600 by Japan, they encountered only 100 enemy aircraft in the air, and no substantial attempt was made to attack our planes. Of the 158 enemy planes destroyed by the raiders, 47 were shot out of the air. In addition 75 were damaged on the ground. Five small vessels, including one picket craft, were sunk, five coastal vessels and seven small craft were probably sunk and nine coastal vessels and five small craft were damaged. Radar installations, hangars and two trains in the Tokyo area were destroyed. The Ota and Koizumi aircraft plants were heavily damaged. To date, 75% of the buildings at the Ota plant near Tokyo have been destroyed.

Nine U. S. fighter planes and four pilots were lost in combat during the raid. None of the ships in the task force suffered damage from enemy action during the attacks, although minor damage was caused to two light units during retirement.

The Pacific Fleet communique reporting the Tokyo attack also announced that carrier planes from the same force had handed the island of Hachijo a sound pounding the following day. Hachijo, in the Izu chain, is 170 land miles south of Tokyo.

Commanding the force was Admiral R. A. Spruance, USN, Commander 5th Fleet, with Vice Admiral Marc A. Mitscher, USN, in tactical command of the fast carrier force.

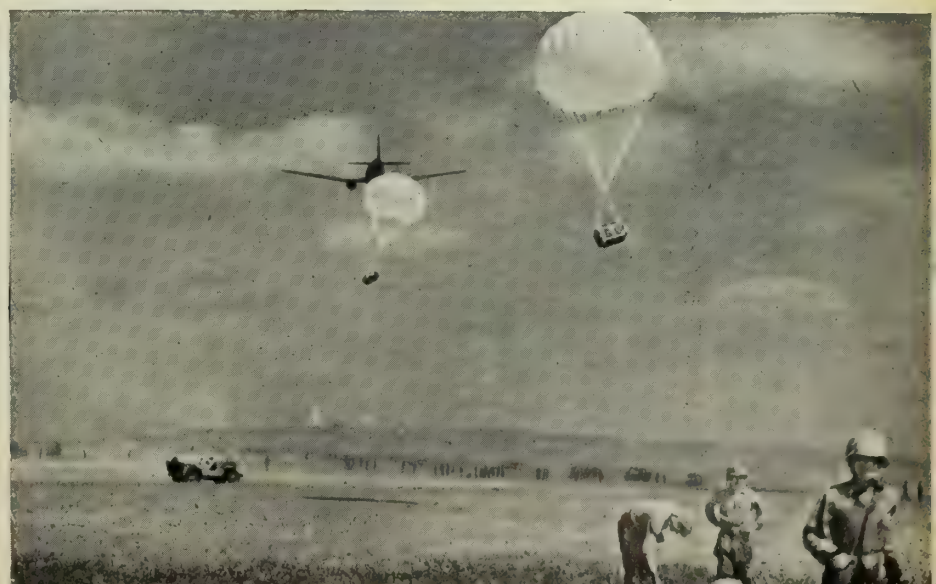
U. S. carrier planes came back for third attack on the Jap homeland on

Official U. S. Navy photograph

FLEET POST OFFICE that really floats made its maiden appearance on the eve of the Iwo invasion. It was a barge covered with corrugated iron superstructure. Landing craft swarmed around carrying mail to and fro.

Official U. S. Marine Corps photographs

ON IWO marines set up post offices like the dugout above to speed mail to front lines—like ammunition, with which it shares equal priority. Some mail was delivered by parapack (below). Blood plasma was parachuted too.



18 March, with the island of Kyushu as their target. Kyushu, one of the four main islands of the Empire is the site of the Yawata steel works, the industrial city of Nagasaki and the Sasebo naval base.

After a day of destructive attacks on enemy aircraft, bases and installations, the carrier force moved northeast to inflict crippling damage on principal units of the Japanese fleet in its home bases in the Inland Sea.

Admiral Spruance's preliminary report on the two-day assault listed one or two battleships, two or three aircraft carriers, two light or escort carriers, two escort carriers, one heavy cruiser, one light cruiser, four destroyers, one submarine and one DE damaged; six small freighters sunk and seven freighters damaged; 200 planes shot out of the air, 275 destroyed on the ground and more than 100 damaged.

The enemy made many air attacks on our forces. One of our ships was seriously damaged, Fleet Admiral Nimitz reported, and was returning to port under her own power. A few others received minor damage but were fully operational.

The 700-mile long Ryukyu chain was another objective of Pacific Fleet carrier aircraft last month. The islands, lying between Formosa and the Jap homeland, were strafed and bombed without opposition on 1 March. Islands under attack included Amami, Minami, Kume, Okinawa, Tokuno and Okinoyerabu.

Attacking shipping and ground installations there, the Navy planes shot four enemy planes out of the air and destroyed 37 on the ground. An additional 50 were destroyed or damaged on the ground. Shipping sunk included one destroyer, one motor torpedo boat, six small cargo ships, two medium cargo ships, one ocean-going tug, two luggers. Probably sunk: one medium cargo ship, six small coastal cargo ships, six luggers. Damaged: four destroyer escorts or patrol craft, one medium transport, four medium cargo ships, nine small coastal cargo ships, one small cargo ship, 10 luggers.

Other Jap-held islands in the Pacific also were attacked by American planes last month. Chichi Jima in the Bonins was the most frequent target, being hit more than a dozen times by Liberators of the 7th AAF, attached to the Strategic Air Force, Pacific Ocean Areas. Army fighters raked the island three times, and carrier-based planes, using rockets and bombs, subjected it to 18 more attacks. Explosions and fires were recorded on many of the raids. Principal target on Chichi was Omura town. Nearby Haha Jima also received its share of punishment from Army and Navy planes.

Planes of the 4th Marine Aircraft Wing concentrated attacks on Babelthuap and other Palau island strongholds, hitting them 15 times during the month. Marine planes also raided Yap and Ponape, in the Western Carolines, while Army Liberators struck Marcus Island and strafed and bombed shipping and installations at Maug and Pagan Islands in the Marianas. Navy Search planes of Fleet Air Wing 2 blasted Ponape, Wake Island and other enemy-held islands in the Marshalls.

Official U. S. Army Air Forces photograph

BOMBS FOR BURMA pour from gaping bellies of B-29s of Army's 20th Bomber Command over Rangoon. Jap industry was hard hit by Superforts in March.

B-29s Burn Jap Cities

B-29 Superfortresses of the 20th AAF struck the greatest land-based air blows to date in the Pacific when they carried out five 300-plane raids against Jap industrial centers. Proceeding from bases in the Marianas, 300 Superfortresses made their first 1,000-ton raid on Tokyo on 10 March. The giant silver bombers swept over the Japanese capital for almost two hours, dropping tons of incendiaries on a 15-square-mile area in the city's industrial heart. Reconnaissance photos revealed that 4% of the city was destroyed. Seven large fires were burning 12 hours after the raid.

Two days later Nagoya, site of the biggest single concentration of aircraft production in Japan and home of the world's largest aircraft plant, received the same treatment by approximately the same number of planes. Nagoya got it again on 19 March. Again more than 300 B-29s roared over the highly industrialized city, this time dropping upward of 2,000 tons of bombs. The planes came in at 6,000 feet and hit approximately the same targets as on the first raid.

Other attacks of similar strength were made on 14 March against Osaka, Japan's second largest city, and on 17 March against Kobe. More than 2,500 tons of incendiaries went crashing down on Kobe, Japan's principal port and shipbuilding center. Other B-29s hit Kuala Lumpur, in Malaya, and made three attacks on the Singapore naval base.

The effects of the big raids on the Jap homeland were devastating. Entire districts, extending for miles, were leveled. Bucket brigades and "save your city" campaigns were started in Nagoya. More than a million persons were believed homeless, and war production was halted. News dispatches from neutral source told of widespread panic among the Japanese people, of thousands of refugees crowding railroad stations.

Earlier in the month Maj. Gen. Willis H. Hale assumed command of the AAF in the Pacific and became deputy commander of the 20th AAF, succeeding Lt. Gen. Millard F. Harmon, who was missing on a flight in the Pacific.

New Landings in Philippines

American troops in the Philippines made 13 new landings on enemy-held islands during the month, bringing their total to 26 since the start of the campaign in October.

The first of the new landings began on 22 February when troops went ashore and occupied Capul Island in San Bernardino Strait. The unopposed assault assured American control of the inland waters leading to Manila. Two days later the three-week-old battle for Manila ended with the complete destruction of the Jap garrison. More than 12,000 enemy dead were counted. That same day Americans seized the Jap internment camp at Los Banos, 34 miles southeast of Manila, where 2,146 prisoners were freed. After the fall of Manila, General of the Army MacArthur's troops, striking eastward, met some of the heaviest resistance of the campaign.

On 28 February, following two more landings on Biri Island in San Bernardino Strait and on Verde Island between Mindoro and Luzon, the first

cargo ship loaded with supplies entered Manila harbor.

The next day the 41st Division of the 8th Army went ashore on Palawan, fifth largest island in the Philippines and the most westerly. The move so surprised the Japs that they fled to the hills, abandoning Puerta Princesa and its two airfields. Troops soon assumed "practical control" of the island.

Another landing followed within 24 hours on Lubang Island, commanding the western end of Verde Passage between Luzon and Mindoro. The capture of the island completed seizure of all key positions through San Bernardino Strait and the Verde Island passage to secure the main navigational channel through the islands for shipping from the United States.

On 3 March elements of the Americal Division of the 8th Army, with naval and air support, landed with little opposition on the islands of Ticao and Burias in the Sibuyan Sea.

Eight days later another landing was effected near Zamboanga on Mindanao's southwest tip. The Jap defenders again took to the hills. Mindanao is the second largest Philippine island. Davao, its largest city, was predominantly Japanese even before Pearl Harbor. Air and naval units of the 7th Fleet under Vice Admiral Thomas C. Kincaid, USN, supported the attack and also attacked Basilan Island to the south. By 20 March Americans held the south coast of Zamboanga peninsula from San Ramon on the west to Manicahan on the east. Increasing Jap resistance was reported, however, with the enemy using electrically controlled land mines to halt the troops.

Other landings were made on Romblon and Simara Islands, in the Sibuyan Sea, on Basilan Island, south of Zamboanga, on Malamaui Island, north of Basilan, and on Panay.

The 40th Division of the 8th Army, with air and naval support, seized a beachhead at Tigbauan on the south coast of Panay, 14 miles from the capital city of Iloilo, on 19 March. The landing was made with slight losses to the Americans. Panay is in the central group of the Philippine Islands.

In announcing the Basilan invasion, General MacArthur stated that Japan had lost 282,000 troops up till then in the five-month Philippine campaign. Approximately 145,000, he said, were killed in the first nine weeks of the Luzon campaign alone. American losses for the five months were 3,813 killed, 196 missing, 14,570 wounded.

Basilan, northernmost island in the Sulu archipelago, which stretches between Mindanao and Borneo, guards the southern approaches to Zamboanga, where American were already using the airfields.

Meanwhile other Allied units were harassing Jap shipping and installations throughout the large Southwest Pacific Area. Thousands of tons of enemy shipping were sunk by aircraft and small naval units in the China Sea, at Borneo, in the Celebes and the Moluccas, near Formosa and in the New Guinea sector.

Australian forces, mopping up in many sectors, forced a new landing on Saposa Island at the southern entrance to Matchin Bay, off the northwest coast of Bougainville.

Submarine Toll Rises

The Navy Department announced the sinking of 52 more Jap vessels last month by U. S. submarines. Twenty-five announced on 21 February included an escort carrier, a converted cruiser and a destroyer. A communique on 9 March announced the destruction of another escort carrier, a destroyer and 10 merchant vessels. Fifteen more sinkings were announced on 19 March—three destroyers, two combat escort vessels, a large tanker, a large cargo transport, seven cargo vessels and a medium-sized transport. These brought the total of announced sinkings of Jap vessels by U. S. subs to 1,072.

The British announced last month that their submarines in recent patrols in Japanese waters had sunk 74 enemy vessels and damaged 25. Among those sunk were a tanker, a mine layer, an armed trawler, an antisubmarine trawler and a naval auxiliary. The rest were junks, landing craft, coasters and motor lighters.

The Navy Department also announced that two of our submarines, the USS *Escolar* and the USS *Shark*, were overdue from patrols and presumed lost. Other U. S. ships reported sunk were the *PT 77* and *PT 79*, destroyed in the Philippines by a U. S. ship as the result of an error in identification; USS *Extractor*, a small salvage vessel, sunk by a U. S. submarine as the result of a similar error; USS *Serpens*, cargo ship manned by Coast Guard personnel, sunk by enemy action, and the *LCI(L) 600*, lost in Central Pacific as result of enemy action.

Asia: Allies Gain in Burma

In Burma, Chinese troops, under the U. S. Army's Lt. Gen. Daniel I. Sultan, started the month off by capturing the silver and lead mines of Bandwin, 22 miles northwest of Lashio. The action deprived the Japs of lead production sufficient to supply their whole war machine. Other Chinese troops were pushing down the old Burma road toward Lashio, terminus of the railway from Mandalay, 130 miles away.

Two weeks later Lashio fell to Chinese 1st Army troops. Meanwhile British armored forces, after an 85-mile drive in 11 days, captured eight airfields in central Burma. The victory cut off more than 30,000 enemy troops in the Mandalay area. Mandalay itself was entered on 8 March by bearded Punjabi troops of the 19th Indian Division. Together with other British units, they soon blasted the Japs from the caves and temples of Mandalay Hill and were battling from house to house in the city. On 20 March, the city finally fell.

The U. S. 14th AAF in China, commanded by Maj. Gen. Claire L. Chennault, tallied up its score last month in operations against the Japanese since it went into action on 4 July 1942. A total of 2,194 Jap planes were destroyed with 854 more probables. The shipping toll included 409 vessels sunk and 169 probably sunk. The total shipping sunk, probably sunk and damaged was placed at 1,950,000 tons.

In China a Jap attempt to land a small force on the Fukien coast, 40 miles south of enemy-held Foochow, was frustrated by Chinese forces who killed 100 Japs and drove the rest off. Two Jap warships covered the attempted landings.

Official U. S. Navy photograph

MANILA was gutted by Japs who carried out spite demolitions when they couldn't hold the city. Here the Quezon Bridge lies wrecked in the Pasig River.

EUROPE

Yanks Cross the Rhine

Stretching southward from the Netherlands to the Swiss border, seven Allied armies were pushing toward the Rhine on 21 February. Lt. Gen. George S. Patton's fast 3d Army tanks and armor, moving on a 50-mile front, had cleared two-thirds of the Saar-Moselle triangle and were entering Saarburg. Far to the north the Canadian 1st Army, under Gen. H. D. G. Crerar, had gained the initiative and was clearing the Nazis from Moyland Forest and driving closer to Calcar. Lt. Gen. Alexander M. Patch's U. S. 7th Army, below Patton's men, was fighting in the streets of Forbach, three miles from Saarbruecken. Between the northern and southern sectors, the U. S. 1st Army, under Lt. Gen. Courtney H. Hodges, and the 9th, under Lt. Gen. William H. Simpson, were both at the Roer River preparing to cross and go on to the Rhine.

Two days later saw the result of preparations by the 1st and 9th as they shot across the Roer and attacked in the area east of Aachen. The drive put them within 20 miles of Cologne, Germany's fourth largest city.

German defenses collapsed as the Yanks advanced. Gains of up to 10 miles a day were recorded by the 9th Army, which bypassed Muenchen-Gladbach and drove to within 30 miles of a junction with the Canadians fighting in the Weeze-Uedem area. A security blackout then was placed on 1st Army operations; when it was lifted, Gen. Hodges men had crossed the Erft River, last natural barrier before Cologne.

Advancing from the Erft, the 1st Army swept on to Cologne, and on 5 March three tank columns broke into the city. The next day the city fell. Cologne, founded 1,895 years ago by the Romans, was a shambles. The imposing cathedral was the only large building still standing. Allied flyers in 25 large-scale attacks had dumped 42,000 tons of bombs on the city. Frightened civilians hid in doorways and watched American tanks rumble by on the way to the Rhine.

Two days after Cologne fell, units of the 1st Army dashed across the Ludendorff bridge at Remagen, between Bonn and Coblenz, just 10 minutes before it was to be blown up by the Germans. The bridge had been prepared for demolition, but American engineers, staking their lives on a desperate gamble, cut all of the demolition wires they could find. Before the Germans could do any further damage, U. S. soldiers and tanks swept over. They knocked out a number of 20-mm. ack-ack guns guarding the bridge and took hundreds of prisoners from retreating German units. The first troops rushed over in the early afternoon. One battalion of armored infantry held the bridge alone for seven hours.

Counterattacks by the Nazis at the Remagen bridgehead were consistently beaten off, sometimes at great cost to the Allies. On 17 March the central span of the bridge collapsed when a girder, weakened by earlier German demolition efforts, finally gave way. American troops, however, continued to cross the Rhine on improvised pontoon bridges.

With the Rhine crossed, the last big natural barrier before Berlin was breached. Allied troops raced for the Frankfort - Ruhr six - lane superhighway. By 20 March the highway had been reached and the Remagen bridgehead widened enough to provide a springboard into the heart of Germany.

Just to the north, Muenchen-Gladbach, Nuess and Krefeld fell to the U. S. 9th Army as it drove to the west bank of the Rhine facing Duesseldorf.

Meanwhile the 3d Army had cleared the Germans from the Saar-Moselle triangle, taking Trier on 2 March, and crossed the Moselle. General Patton then shook loose his 4th Armored Division, which moved so fast it overran a German command post and captured a general and his staff. When the tankers stopped for breath, they were within 20 miles of the Rhine and near a junction with the 1st Army. The 3d and 1st Armies met on 9 March west of the river barrier between Coblenz and Remagen, trapping five German divisions. That same day the existence of a new American Army, the 15th, under Lt. Gen. Leonard T. Gerow, was announced as part of Lt. Gen. Omar Bradley's 12th Army group. It brought the forces under him to a million men.

In the Saar basin, where the 3d and 7th armies were making coordinated attacks, the 3d Army slashed from the Moselle to beyond Simmern. The 7th, driving up from the south, was fighting along a 50-mile front from Saarbruecken to Hagenau. The fall of Coblenz on 17 March followed a "surrender or die" ultimatum from Gen. Patton. Its capture put American units in the city where, in 1923, the American Army of Occupation had lowered its flag and pulled out for home.

In the next three days, as the 7th Army cut through the last sections of the Siegfried Line and drove the Nazis from the Saar industrial area, the 3d sliced across enemy escape routes to the Rhine. Disorganized German troops surrendered by the thousands. General of the Army Eisenhower's forces had virtually completed the task he set for them in opening his offensive on 23 February: to clear the enemy from the Rhine's west bank.

Official U. C. Coast Guard photograph

NAZI PRISONERS on their way to internment in the U. S. serve as pallbearers for the burial at sea of a German soldier who died during the voyage aboard a Coast Guard-manned transport.

Air Front: West Meets East

Allied planes, in greater force than ever before and carrying heavier bomb loads, supported ground troops in the west and dropped hundreds of tons of bombs on Nazi cities in the path of the Red Army. Berlin was a constant target for Allied planes, with the RAF hitting it 27 days in a row. On 22 February nearly 6,000 Allied planes, participating in the greatest simultaneous air assault of the war, attacked all important railways and rail centers in the Reich. At one time during the raid bombs fell at the rate of 100 tons a minute. The day before, Thunderbolts from Italy attacked Hitler's re-

treat at Berchtesgaden for the first time, smashing the railway station and setting afire the surrounding woods. One pilot dropped his wing tanks on the German leader's personal fortress.

The story was the same all month, day and night—1,000 heavies out, 2,000, 3,000, 4,000, with upwards of 5,000 tons of explosives dropped.

When 6,000 planes attacked Cologne early in the month, the Luftwaffe rose to intercept the Allied planes. But 100 of the carefully hoarded Nazi planes went flaming earthward. By the end of the month antiaircraft had virtually replaced the Luftwaffe as Germany's defense against air attacks.

Russians Threaten Berlin

Red Army forces built up tremendous striking power almost within sight of Berlin last month while clearing their flanks to the north and south to form a broad salient across northern Germany. Seven Russian armies were fighting along the eastern front, which spread from Danzig in the north to below Budapest in the south.

As Russian forces reached the Neisse River at two points and other units were 35 miles from Danzig, Marshal Stalin in an order of the day on 22 February, announced that the Germans had lost 1,150,000 men in the Red Army's 40-day offensive and stated that "full victory is near."

The following day Red Army troops completed the capture of Posen, strongly fortified highway and rail junction in western Poland, after a month-long siege. On 1 March the Russians broke through German lines in Pomerania and reached the Baltic, trapping 200,000 enemy troops in two pockets. That same day the 2d White Russian Army reached the sea at Koeslin, halfway between Stettin and Danzig. The 1st White Russian Army reached the Baltic near Koelberg after a 62-mile advance in four days. Koelberg was taken on 18 March.

A week later the Russians drove into Danzig Free State. Troops began closing in on Danzig city from two directions, driving a wedge between that city and the port of Gdynia. Other units threw a 40-mile ring around Stettin.

On 12 March Kuestrin, key fortress guarding Berlin's approaches, was stormed by the 1st White Russian Army and captured after 35 days of battle. Part of Kuestrin, on the west bank of the Oder, is 38 miles from Berlin. To the north the 2d White Russian Army cut the Danzig pocket in two and was within a few miles of Danzig and Gdynia.

Italy: Advance Resumed

Allied gains were reported in the Italian theater for the first time in weeks. On 21 February the 5th Army recaptured Mount Belvedere and occupied other features and villages west of the Pistoia-Bologna highway. Later Italian units fighting with the 5th Army cleared the Germans from the coastal woods north of Ravenna. By the end of the month the 5th Army, including Brazilian troops, was improving its positions and driving toward Bologna and Modena.

Official U. S. Navy photograph

Secretary Forrestal and Fleet Admiral Nimitz at press conference.

Japan Still Strong Despite Sea Losses

Japan's much depleted fleet, now concentrated in her homeland waters, is still a threat, her army remains formidable and her civilians will fight fanatically to defend their homeland, Fleet Admiral Nimitz told newsmen last month when he was in Washington to confer with Fleet Admiral King. (*For a survey of the Japanese home front, see p. 8.*)

The Japanese have lost over half of their medium and heavy ships, he said, at least three quarters of their destroyers, quite a few of their submarines, and a large part of their naval air force.

The remainder of the enemy fleet, if concentrated and used at the right time, could threaten our operations, but "we would welcome an attempt at interference with our operations at the earliest possible moment because we believe we are fully prepared to meet such a threat. . . . Every move we have made, we have done with plenty of force, and we propose to continue that until we are sure that the remainder of the Japanese Fleet can no longer be a threat."

The British Pacific Fleet, he added, will be used in a manner to contribute greatly in defeating Japan.

In discussing the invasion of Iwo, Fleet Admiral Nimitz emphasized that the U. S. Navy is strong enough to go anywhere in the Pacific, then observed that "we need a broader base—a series of bases—from which to attack Japan."

Earlier he said that in "planning the final assault on the Empire, we need more than one position from which to attack. We need a number of positions, and it may well be that some of these positions will be in China."

Commenting on the strength of the Japanese position, he declared: "As long as Japan can maintain sea communications with that part of the Asiatic continent under her control, she can draw whatever supplies the continent can give her—coal, minerals and food.

"Then the Japanese army is still very powerful. While I do not know the strength of the Japanese army, I do not believe that much over 10%, if that much, of the army has been committed in the various island operations up to date. The army constitutes, I believe, her principal strength factor. That, with her fortunate geographic position, makes it very difficult to insure her early defeat."

Three days earlier Secretary of the Navy James Forrestal had estimated at a press conference that the Japanese still possess an army of 70 combat divisions.

"To defeat Japan ultimately," he said, "we and our allies must be prepared to deal with this force, all of which will be concentrated against us in whatever theater the final death struggle of Japanese militarism occurs.

"To date, the United States has never deployed against the Japs in one operation more than 12 divisions, which General MacArthur used in the Philippines. Obviously, therefore, the task still ahead of us is immense. In the final stages of the task, the major burden will be borne by ground forces with the Navy in a supporting role."

Both Secretary Forrestal and Fleet Admiral Nimitz emphasized the importance of Iwo Jima and the part its airfields will play in providing air bases for direct attacks on Japan.

NAVY NEWS

• President Roosevelt submitted to Congress on 13 March a request for appropriations of $23,719,153,050 for the annual Navy budget for the fiscal year of 1946. The request compared with total appropriations of $28,500,000,000 for 1945 and $23,000,000,000 for 1944. Differences are largely accounted for by a reduction of approximately $2,000,000,000 in previous estimates of the cost of the airplane program and $4,000,000,000 for the shipbuilding program. This reduction is partially offset by increased advance base requirements and increased pay allowances due to a larger Navy. The request was planned to provide for a Navy of 3,389,000, Marine Corps of 478,000 and Coast Guard of 173,165. The President asked for additional contract authorizations of more than $3,000,000,000, of which approximately half is new authorizations and half is continued available from 1945. Of the 1946 budget, about $4,500,000,000 is to pay for contracts previously authorized. Included in the recommendations is $402,012,624 for use in the continental U. S. for ship repair facilities as well as some expansion in housing, welfare, recreation and rehabilitation establishments. These projects number approximately 800 and range in size from $20,000 in some areas to $43,000,000 at Hunters Point, Calif.

The budget request came a week after Fleet Admiral King ordered an extended construction program of 84 combat ships displacing 636,860 tons. Completion of the old and extended programs would give the Navy a total of 1,532 combatant ships, assuming no interim losses, with a total tonnage of 6,485,823 by the end of 1947. The new program would be in addition to 288 combatant vessels remaining on the construction program on 1 Feb. 1945. Included in the extended program are large aircraft carriers, aircraft carriers, escort carriers, heavy and light cruisers, destroyers and submarines.

• In a letter written during the first Navy carrier-plane attack on Tokyo, 16-17 February, China's president, Generalissimo Chiang Kai-shek, congratulated Fleet Admiral Nimitz on the part the U. S. Navy was playing in the war against the Japanese. He wrote: ". . . The series of brilliant victories won by the United States Navy under your able command have not only disheartened the arrogant Japanese, but have also opened a new and shorter path to the final defeat of the enemy . . ." Fleet Admiral Nimitz replied: ". . . It is our steadfast purpose to attack Japan with increasing power and frequency until the suffering peoples of Asia are liberated and Japan's capacity to fight is destroyed. We shall drive home this attack against the enemy homeland, against his vital lines of supply, and against his forces in lands occupied by violence . . ."

• The period 22 June to 7 July has been designated for the Navy's Independence Day extra cash war bond sale. All Navy war bond purchases during this period will be credited to the Seventh War Loan Drive. Last year the Independence Day sale netted $47,843,122.

Navy war bond purchases in February totaled $34,289,563.25, an increase of 11.3% over February 1944. Payroll savings plan purchases of civilian personnel of $17,568,133.75 and allotment purchases by uniformed personnel of $13,487,268.75 represented the major portion of the February 1945 total. Grand total since the beginning of the Navy's program is $1,056,419,923.50.

• Two sailors came to the rescue last month when the United States Constitution was invaded by an Attagenus Piceus Dermestidae. The men, Caesar Zwaska, GM2c, and Frank J. Small, GM2c, while on leave in the nation's capital, spotted something small and black crawling on the original of the Constitution in the Library of Congress. Quickly calling a guard, a tiny black carpet beetle was removed from the glass case with no harm done. There was no evidence of sabotage reported; in fact, the insect wasn't even a Japanese beetle.

○ Four destroyer escorts recently destroyed a U-boat in a coordinated attack in the mid-Atlantic. Detecting the submarine, the four ships immediately closed in and began a depth charge attack. The enemy submarine zigzagged in an effort to elude the trap, but was soon blown to pieces. The DEs were: USS *Otter*, USS *Hubbard*, USS *Varian* and USS *Hayter*.

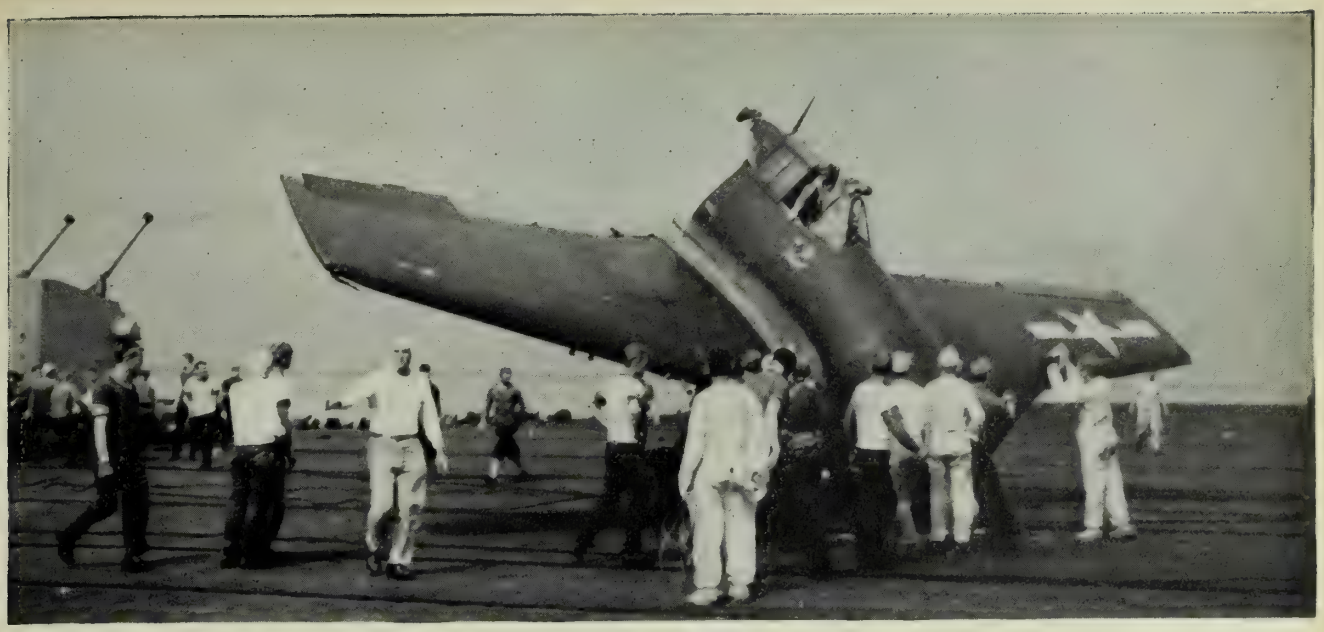
○ Vice Admiral William W. Smith, USN, has assumed command of the Service Force, U. S. Pacific Fleet, relieving Vice Admiral William L. Calhoun, USN, whose new assignment was not immediately disclosed. The service force, grown 10-fold in less than four years, comprises 700 ships with a total tonnage in excess of 4,000,000. These ships include fuel, provision and stores ships, ammunition, salvage, repair and hospital ships, transports, patrol craft and sub-chasers. Vice Admiral Smith was director of Naval Transportation Service in the office of CNO before assuming his new command.

○ In greetings to the Navy of the Union of Soviet Socialist Republics on the 27th anniversary of the Red Army and Navy on 23 February, Secretary of the Navy Forrestal stated: "The Red Army and Navy celebrate their 27th anniversary at a moment when their glorious achievements have aroused their brothers in arms

HUNTING JAPS: Admiral William F. Halsey Jr., Commander 3d Fleet, was caught by camera on barge that took him from flagship to Pacific base for a conference.

Official U. S. Navy photographs

HUNTING TURKEYS: Back in U. S. on leave, Admiral Halsey tried his aim on wild turkeys in Georgia as a change from Jap warbirds. Rear Admiral A. S. Merrill holds result.



HALF A HELLCAT is better than none, this Navy pilot proved when his shot-up ship broke in two in landing on carrier.

throughout all the United Nations to fervent admiration . . ." Fleet Admiral King also sent greetings and congratulations.

- As a result of an agreement between the Army and Navy, all Selective Service inductees 18 to 20 years old, inclusive, will be acquired by the Army for a period of three months beginning 15 March, with the exception of inductees who qualify and are earmarked for special Navy programs such as radio technicians and combat aircrewmen. The arrangement was made in order to satisfy the Army's need for young infantry replacements. During the three months period most Navy inductees will be taken from the 21 to 38 age group.
- A group of Navy officers and enlisted personnel will soon begin a search for 10,000 former civilian employees of naval establishments on Guam and the Philippine Islands who were interned by the Japanese. Leaving Washington last month, the "searching party" will attempt to square the pay accounts of those caught when the Japs invaded the Philippines and Guam in December 1941. Many of the group will be entitled to more than three years back pay. Two-hundred and fifty of the 10,000 are U. S. citizens, but all are entitled to benefits under the "Missing Persons Act." Although some of the employees were moved to internment camps in Japan many were liberated by U. S. forces in recent action in the Pacific.
- The following nominations to flag rank have been confirmed recently by the Senate:

To be rear admiral:

John Perry, USN.

Ezra G. Allen, USN, to be director of Budget and Reports, Navy Department, for a three year term.

William J. Carter, USN, to be Paymaster General of the Navy and Chief of BuS&A, for a four-year term (see p. 50).

Horace D. Nuber, USN, while serving as Assistant Chief of BuS&A.

Robert D. Workman, USN, while serving as Chief of Chaplains (see p. 51).

To be commodore:

Henry M. Briggs, USN, while Chief of Staff to the Commander Caribbean Sea Frontier.

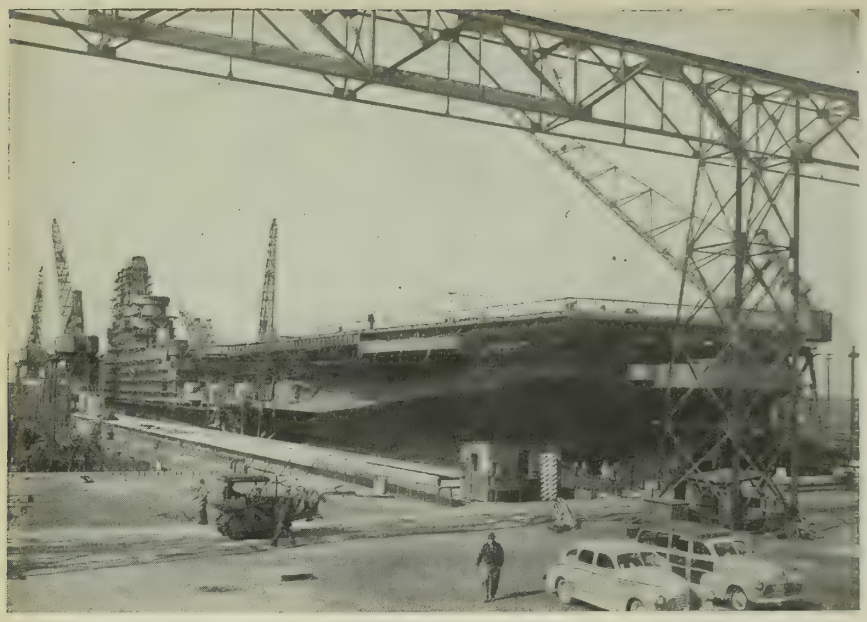
Davenport Browne, USN, while Assistant Chief of Staff (personnel) to Commander Western Sea Frontier.

Paul F. Foster, USNR, while Assistant Naval Inspector General.

- Expenditures totaling $1,500,539,500 for the development and establishment of the following Navy projects have been granted by Public Law 13 (79th Congress), which was signed by the President on 1 March 1945: ship repair and laying-up facilities, $230,222,000; fleet training facilities, amphibious and operational, $12,000,000; aviation facilities, $59.416,500; storage facilities, $19,950,000; Marine Corps housing and training, $14,190,000; ordnance facilities, $65,500,000; personnel training and housing facilities, $40,022,000; hospital facilities, $28,519,000; shore radio facilities, $3,230,000; Naval Research Laboratory, $225,000; miscellaneous structures and facilities, $41,265,000, and advance base construction, material and equipment, $986,000,000.
- Twenty-four enlisted men, first of more than 100 to be assigned as fleet correspondents, have reported at Pacific Fleet headquarters. All are experienced newspapermen who have been engaged in some phase of public relations during their service in the Navy. Their primary duty will be to tell the individual stories of the men

Official U. S. Navy photographs

FIRST FIVE nurses commissioned in New York under the Navy's new speed-up nurse recruiting system were sworn in 8 March by Comdr. Thomas A. Gaylord, director of officer procurement in New York. The candidates are (left to right) Marion H. Bendix, Adele L. Bruce, Barbara J. Zeigler, Phyllis M. Daley (first Negro nurse commissioned by the Navy) and Jane A. Belanger.



Official U. S. Navy photograph

USS MIDWAY, Navy's first 45,000-ton carrier, is pictured as she neared launching at Newport News on 20 March. She will roost more than 80 two-engine "1945 model" planes, has heavy armor and intricate watertight compartments.

of the fleet. These stories will be distributed to home-town newspapers of the men. The correspondents will serve as enlisted crew members and will live with the men they write about. Most of the 24 correspondents have already been assigned to ships. Others, arriving daily, are given an intensive two-week indoctrination preparatory to permanent duties afloat on all types of combat ships. The new program is already producing 5,000 stories a month.

• More than 500,000 personal cable messages have been sent to and from overseas personnel of the Navy, Marine Corps and Coast Guard in the year that the message service has been in operation. The service includes 237 fixed texts, any three of which may be combined into one 60-cent message (INFORMATION BULLETIN, Sept. 1944, p. 68). Overseas personnel have sent 10 times as many messages to the U. S. as civilians at home have sent abroad.

• The Navy is now using modified Coronado flying boats as hospital and rescue planes. The four-engine flying ambulances have space for 25 litters or stretchers. Food, hot drinks and medical attention can be given casualties immediately after they are taken aboard. Newly developed jet assistance for take-offs allows the big planes to rise from heavy seas or small lagoons where operations heretofore have been impossible.

• An average of 170,000 tons of steel plate a month has been acquired by BuShips during the past 18 months, making possible the construction of 400 combatant ships in 1944. This was made possible through the development of a new product, titanium steel. In the early days of the war, the problem of supplying the tremendous quantities of steel plate demanded for ship construction was complicated by the acute shortage of vanadium, an imported alloy, which at that time was indispensable in the making of high-tension steel. Through the combined efforts of the Research and Standards Branch of BuShips and private industry, titanium steel was developed, and the shipbuilding demands met.

• Machinery and supplies discarded by fleeing Japanese provided 90% of the materials used by Seabees to build a U. S. base on newly won territory in the Pacific. Going ashore 36 minutes after H hour, the Seabees helped the Marines for three days and then started from scratch to build the base. They salvaged a circular saw, rigged it with power from an enemy gasoline motor and cut lumber. They used rails from an enemy railroad for building braces. Concrete floors were made with drums of captured cement. Beverages were chilled in a spacious garden by repaired ice machines left by the Japanese. Bunks have "inner-spring mattresses" made from strips of rubber sliced from damaged inner tubes taken from Jap trucks. Aluminum from wrecked planes made shades for indirect lighting, and a captured generator supplied the power for the camp. Materials originally intended to build the base have been sent elsewhere.

Marine Gets Proof He Fired First Shot in Solomons

A Kentucky marine, Staff Sgt. James C. Gabbard, Jr., claims to have fired the first shot in the Solomons campaign—and he has an affidavit to prove it.

Written by Flying Officer C. A. Spencer of the Royal Australian Air Force, who was the guide for the landing on Tulagi Island, the affidavit states:

"I hereby certify that Corporal Gabbard, then First Class Private J. C. Gabbard, manned a machine gun in the prow of the landing boat and at approximately 0725 on 7 August 1942, as we neared the shore, fired a burst toward the beach. I do certify that this was the first shot fired by any of the landing party in this section and as my party preceded all other landings by half an hour it was surely the first shot fired by the landing forces in the Solomon Islands offensive."

• Rear Admiral William J. Carter, (SC) USN, has assumed duty as Chief of BuS&A and Paymaster General of the Navy. He relieved Rear Admiral William B. Young, (SC) USN, who has been named Assistant Commissioner in the Office of the Army-Navy Liquidation Commissioner. Rear Admiral Horace D. Nuber, (SC) USN, has relieved Admiral Carter as Assistant Chief of BuS&A.

Admiral Carter

• When the USS *Ommaney Bay* was badly damaged by Jap bombers and had to be destroyed by our own forces, the problem of moving injured members of her crew was most perplexing. Dangerous fires aboard the stricken CVE prevented American destroyers from nuzzling alongside for direct ship-to-ship transfer of the wounded. It looked hopeless until someone advanced a daring suggestion: Strap the wounded to their cots, attach life jackets to the cots, and float them—man and bed—into the water, whence rescue boats might pick them up.

Reported Capt. Howard L. Young, USN, the CVE's skipper:

"Not a man put in the water in this manner was lost."

• It took a Catalina, a Ventura and a destroyer to rescue Capt. George H. Franck, USMC, former All-America football star, after his plane was shot down recently off Wotje Island in the Marshalls. The Catalina rescue plane cracked up when a huge swell struck it while the Cat was attempting to land on the water, and its pilot and five crew members joined Captain Franck on their life raft. Then a nearby destroyer sent a whale boat to the rescue, being guided to the scene by a Ventura search plane. The whale boat returned the airmen safely to the destroyer under fire from Jap coastal guns.

• The U. S. Naval Shore Patrol in Bahia, Brazil, has been commended for its cooperation with the Brazilian

police in the maintenance of public peace and order. Praise for the shore patrol unit was contained in a communication from the Secretary of Public Security for the State of Bahia to the American consul. "Such cooperation," the letter stated, "has been brought about through the good and very cordial understanding which exists between the two police forces, American and Bahian . . ."

• Chaplain Robert D. Workman, USN, has been designated Chief of Chaplains of the U. S. Navy and appointed to the rank of rear admiral. The new title was established by Congress last December, and on 2 March the Senate confirmed Rear Admiral Workman's nomination. He has served as a Navy chaplain for 30 years and since 1937 had been Director of the Chaplain's Division, BuPers.

o The Amphibious Training Command, Atlantic Fleet, which grew from one ship and eight officers, observed its third anniversary on March 16 with a record behind it of having helped ready 60,000 landing craft, manned by 400,000 officers and men, for major roles in 35 major invasions. Today the command, with headquarters at NOB, Norfolk, reaches up and down the eastern seaboard and along the Gulf coast, inland to the lakes and rivers where many landing craft are built and westward into Pacific Coast shipyards. The vast fleet of LSTs, LSMs, LCIs and smaller landing craft that has gone through this command has participated in every U. S. amphibious operation of the war.

• Lt. (jg) Emily Purvis, (NC) USN, and Ens. Jane Kendiegh, (NC) USNR, last month became the first two Navy flight nurses to fly to a battle front for the evacuation of casualties. Planes carrying the two nurses landed on the southern Iwo airstrip on 6 March while it was still under enemy mortar fire, took aboard 36 wounded men and flew them to a base hospital in the Marianas.

• And now it's the "Nightmares." Martin Mariner flying boats (PBMs) have donned black paint, been dubbed "Nightmares" and have joined "Black Cats"—the Navy's famed Consolidated Catalinas (PBYs)—in night raids and patrols against Jap shipping. Larger, faster and more heavily armed than the reliable old "Cats," the "Nightmares" already have run up an impressive score, sinking or damaging a large warship and numerous small warships, freighters and transports.

Official U. S. Navy photograph

SNOWBOUND BOMBER: Ice and snow mantle a Navy PV, spotted under wraps at an airfield somewhere in the North Pacific.

4 Commended for BuPers Suggestions

Letters of commendation have been awarded by the Chief of Naval Personnel to one officer and three enlisted men for suggestions to BuPers for improvement in personnel accounting and practices.

Their suggestions were among more than 200 received by BuPers in the first 60 days of the suggestion program announced in BuPers Circ. Ltr. No. 366-44 (NDB, 15 Dec. 1944, 44-1397).

Most of the 200-odd suggestions concerned one of nine or 10 subjects such as the method of making changes to the BuPers Manual and other Navy Department publications, and revision of NavPers forms "Report of Changes," "Report of Enlisted Personnel," etc. Many suggestions, although not considered worthy of letters of commendation, contribute to BuPers' thought on certain subjects. Others will be made available for use in applicable localities. Still others are being weighed and may result in letters of commendation for the authors.

The suggestions were contained in letters from 134 individuals stationed at such widely separated points as Espiritu Santo, New Hebrides; Alexandria, Egypt; Calcutta, India; Colombo, Ceylon; Tampico, Mexico; Aruba, N. W. I., and Guam, as well as on ships at sea and naval establishments in the continental U. S.

Of the 40 officers and 94 enlisted men making suggestions, 53 were stationed within the U. S., 33 were ashore outside the U. S. and 48 were afloat.

The first four letters of commendation went to:

Lt. F. B. Andreen, USNR, officer in charge of the Navy V-12 Unit at Schenectady, N. Y., who suggested a survey form and check list for V-12 Units.

Lt. Andreen

Ralph S. Rouzer, Y1c, USNR (no photograph available), RecSta, Puget Sound, Bremerton, Wash., who suggested a system for accounting for stragglers and deserters at receiving stations within the continental U. S.

Charles W. Quinley, CY, USN, USS *Graffias*, who suggested the elimination of printed ratings on the Report of Enlisted Personnel.

Marvin E. French, CY, USNR, Guam, who suggested certain changes in the procedure for bonding mail clerks and in the administration of details concerning mail-men.

Lt. Andreen's suggestion will be distributed to all V-12 units and directors of training in the naval districts for their adoption if desired. Rouzer's suggestion has been submitted to district commandants for use as desired, and Quinley's will be adopted by BuPers if approved by a majority of commands now studying it.

By coincidence, French's suggestion had already been embodied in a bill prepared for submission to Congress. That fact, however, did not depreciate the worthiness of the suggestion, and a letter of commendation was awarded.

Quinley

French

The letters of commendation become a part of the enlisted man's service record or the officer's jacket but do not entitle the recipient to wear the Commendation Ribbon.

To be considered for a letter of commendation, suggestions which may have been made prior to the institution of the program should be resubmitted. All are acknowledged by BuPers whether or not they are considered worthy of adoption.

LEYTE BEACH, where teams were Yanks vs. Japs short months ago, is now scene of liberty parties' football games.

SHIPS & STATIONS

o Five times, without suffering a casualty, the tough old Coast Guard-manned assault transport ploughed through hostile waters, stood off gun-blazing Jap-held islands under battle-smoked skies and lowered her landing craft for marines and soldiers to ride to invasion beaches. Five times and never a casualty . . . but the sixth time, she got it.

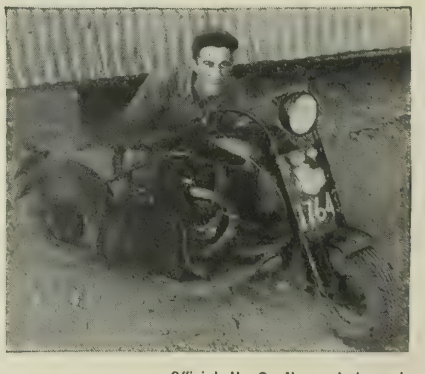
Flagship for Capt. Harold J. Wright, USN, the transport division commodore, the USS *Callaway*, skippered by Capt. D. G. McNeil, USCG, was leading a column of attack ships through tangled Philippine straits on the way to Lingayen Gulf. There were frequent and fierce air attacks, but she drove through them all unscathed until the morning of 8 January.

On that date, a Jap plane streaked down and, although mortally wounded by the ship's antiaircraft fire, struck a searing blow at the superstructure. Jack Ginsberg, Y1c, USCGR, described the scene: "Flames and smoke enveloped the area . . . unexploded shells pop-popped from the flames . . . I don't think I realized I was still manning my battle station until I heard a voice calling frantically over my phones: 'Man overboard on the starboard beam.' I reported down to the bridge. Then I recalled having seen a man in mid-air between the searchlight platform and the bridge deck. I hadn't given the sight a thought . . . as though it were the most natural thing in the world for a man to leap the two-and-a-half-deck distance."

Courage was as common as water . . . it was all around. The engine room force kept at their tasks although ammunition was exploding just above them and they were nearly suffocated; a young ensign was lowered into a blazing compartment to rescue a ship's cook; gunners were glued to their flame-shrouded mounts until their attacker was destroyed; the chaplain tossed burning floats over the side; crewmen pounded out the burning clothes of shipmates with bare hands; fire-fighters fearlessly and efficiently went about the job of bringing the flames under control . . . and, through it all, the *Callaway* ploughed steadily onward to Lingayen Gulf so that the troops she carried would not be late for their date with the Japs.

After the excitement and tragedy of the air attack, the actual landing operation seemed anticlimatic to the crew and the troops. One soldier was even heard to remark that it would be good to hit the beach and get a rest . . .

• Amid fanfare of music and clinking of beer bottles, one of the finest beer gardens in the Pacific area was recently opened at CincPoa Advance Headquarters, Guam. And while enlisted men frolicked inside, officers were on the outside looking in. Built by Seabees in 10 days, the beer garden has a 40-foot highly polished bar. There is an adjoining terrace which overlooks the sea. Officers on the island get their drinks at a Quonset hut while they await construction of their club, which has been given the lowest building priority in the area.



Official U. S. Navy photographs

MOTOR SCOOTER built by enterprizing Seabee Charles O. Lehnherr, SF1c, is literally a scrap pile on wheels. Junked piston, generator, conduit, wheelbarrow went into it.

o An Army officer dining aboard a U. S. Navy ship in the Mediterranean was delighted with the delicious rolls served. One of the Navy officers explained: "That's our system. Our breadmaker was a cook in civilian life, so we made him a cook in the Navy." The Army man asked to meet the cook and upon being introduced asked him where he had baked before he entered the service. The answer: "I never saw an oven before I put on a uniform. I recorded myself as a 'banker' on my enlistment papers, but someone dropped the 'n'!"

• When Ens. Frances M. Haggerty, (NC) USNR, greeted her new patient, Domenic A. Cantando, SM1c, at the Naval Hospital, Portsmouth, Va., she was pleased to hear that they had mutual friends. But the real surprise came when she learned that the ace bandage she was replacing on Cantando's knee was first applied at Salerno by her brother John, PhM1c.

• Even pigeons like to get some glory and Doris Bundscho, Sp(X)(PI)3c knows it. Doris and her flock roost at NAS, Nouma, La., where she feeds, breeds and gives medical attention to pigeons used as messengers by Navy blimp crews on patrol over the Gulf of Mexico. Because of the importance of their mission, only the best birds are selected for duty. Naturally, all of the pigeons vie for the honor of carrying messages. To increase their spirit of competition, Specialist Bundscho has instituted a "Bird of the Month Club"—the winner being the pigeon with the best flying and health record.

• There will be no more sea duty for the 500 Waves stationed at the Naval Repair Base, San Diego. Since September 1943 they had been commuting by boat from Coronado, where their barracks were located. New quarters now have been completed for them on the station.

• A former salesman from Indianapolis, W. B. Robbins, S1c, USNR, has organized a religious program aboard the *LSM 422*, a ship too small to warrant its own chaplain. Under Robbins' direction a double quartette has been formed, song and service books have been procured and regular services are held for the crew of his ship and for personnel of other ships in the flotilla. Plans recently were worked out with a Navy chaplain to obtain an altar and other equipment, including a small organ.

○ A beer bottle, no matter what its shape, has always played second fiddle to its contents—or had until personnel at the Advanced Amphibious Training Base, Bizerte, Tunisia, reversed the precedence. The plan to elevate the lowly, empty beer bottle was carried out at the base when the men diligently collected the bottles and sold them to local enterprises. The empties brought $27,094.38 — which at the usual two cents a bottle would be 1,354,719 bottles or, in round numbers, a lot of beer. The money was forwarded to the Treasurer of the United States with a request that it be used to furnish motion pictures for the Fleet. The request was granted and beer bottles are now being turned into movies by the Special Services Division of BuPers. Last month the Treasury Department awarded the AATB a citation "in recognition of the patriotic and generous donation."

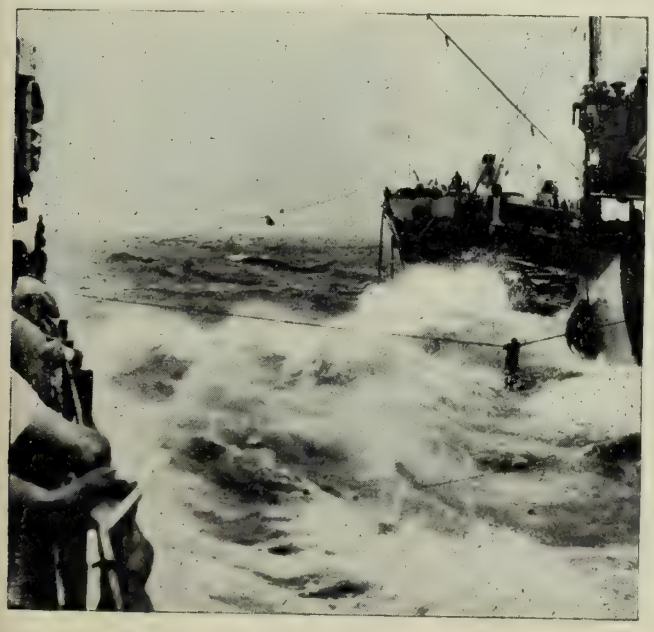
• Proud of the organization he serves, Michael Skevofelix, Sp(I)3c, Cleveland Field Branch of BuS&A, named his infant daughter, born last month, Busanda.

• Rosie is not a pin-up girl or even a riveter, but she has been chosen "Midway's Mother of the Year" by the men of the print shop at the Navy base on Midway Island. Rosie won the title by giving birth to a litter of nine pups. At last report, mother and brood were doing well and there was even some talk about applying for an allotment for the nine dependents.

HAWAII-BOUND Waves participate in religious services aboard a Navy transport somewhere in the Pacific. Their destination is Pearl Harbor.

○ Born on the same day in the same hospital, Harvey S. Brooks and Terrence J. Hughes lived near each other in Baltimore all their lives until they enlisted in the Navy on the same day and left together for recruit training. But they had never met until they were assigned to the same double-deck bunk last month at NTC, Bainbridge, Md.

• *Once Over Lightly*: Earle P. Charlton, AS, 18-year-old recruit from Reno, Nev., amazed NTC, San Diego, recognition instructors by identifying 125 Allied and enemy naval vessels flashed on a screen at one second intervals. He began studying ships as a hobby soon after the U. S. went to war. . . . NAS, Ottumwa, Iowa, is conducting an "On to Tokyo" swim contest — in the station's pool, of course. . . . Frank Molina, Cox., ATB, Fort Pierce, Fla., has completed an all-Navy blanket made of discarded rating badges. . . . Lt. Daniel L. Evans, USNR, CO of the V-12 unit at Hobart College, Geneva, N.Y., was awarded the honorary degree of Doctor of Humane Letters by Hobart and William Smith colleges. . . . Sebastian Contarino, PhM2c, had a new experience recently when he delivered a baby in a field ambulance en route to the hospital at NAS, Jacksonville, Fla. . . . John Baker, AS studying in V-12 for the Chaplains Corps, preached a sermon in the chapel at NAS, Olathe, Kans., a few months after he was married in the same chapel. He had previously been a yeoman at the station.



Official U. S. Navy photographs

MAN OVERBOARD! Louis Rood, SF2c, of Brooklyn, was lucky enough to grab a line as a giant wave swept him off his cruiser. A tanker alongside hauled him aboard in three minutes. Only loss was 60 cents from his pocket.

REPORT FROM HOME

• *On the diplomatic front*: President Roosevelt reported to Congress on the Crimea Conference; 60 resolutions aimed at strengthening the political, military and social collaboration of the Western Hemisphere were approved at the Chapultepec Conference in Mexico City; representatives of 39 nations prepared for the United Nations Security Conference in San Francisco this month.

Addressing a joint session of Congress within 36 hours after he returned from the "Big 3" meeting at Yalta (INFORMATION BULLETIN, March 1945, p. 43), President Roosevelt told Congress: "We shall have to take the responsibility for world collaboration or we shall have to bear the responsibility for another world conflict." He described the Yalta meeting as a "successful effort by three leading nations to find a common ground for peace," and added that it "spells the end of a system of unilateral action and exclusive alliances and spheres of influences and balances of power and all other expedients which have been tried for centuries and have failed." Unconditional surrender, he said, did not mean enslavement of the German people but a removal of their power to wage aggressive warfare.

The Inter-American Conference on Problems of War and Peace (Chapultepec) ended last month after 16 days of deliberations between 20 American republics. U. S. Secretary of State Edward Stettinius concluded that the meeting marked "an historic turning point in the development of inter-American cooperation for peace and security from aggression and for the advancement of the standard of living for all American peoples." Briefly, the American republics endorsed the Dumbarton Oaks proposals for an international organization to keep the peace, barred property rights in the Americas to Axis powers, developed additional machinery for united action in the face of aggression or threat of aggression, adopted measures strengthening and reorganizing the inter-American system, and ruled that Argentina must adhere to the Act of Chapultepec (joint action against aggression), declare war on the Axis and sign the declaration of the United Nations before it could return to the American family of nations.

From Mexico City, Secretary Stettinius disclosed the voting procedure of any new international organization as decided upon at Yalta. The rule provided that there must be unanimous agreement among the U. S., Britain, Russia, China and France on questions regarding the use of force to keep the peace.

Comdr. Stassen

Meanwhile, diplomatic representatives of the Allied nations were making plans for the San Francisco conference, which begins 25 April, to draw up a charter of an international organization to maintain the peace. U. S. representatives will be Secretary Stettinius, as chairman of the delegation; Senators Tom Connally (D-Tex.) and Arthur H. Vandenberg (R-Mich.); Rep. Sol Bloom (D-N.Y.) and Rep. Charles A. Eaton (R-N.J.); Comdr. Harold Stassen, USNR, former governor of Minnesota, and Dean Virginia Gildersleeve, of Barnard College. Cordell Hull, former Secretary of State, was also to be a representative but will be unable to attend because of illness.

• Women of the U. S. for the first time in history faced the prospect of military draft last month when the House of Representatives passed a bill which would conscript nurses for the armed forces. The bill, which has gone to the Senate for a vote, provides that unmarried nurses, 20 to 44 years of age, be subject to induction, with widows with dependent children exempted. Male nurses would also be subject to induction, and all nurses, whether reassigned or drafted, would be commissioned.

• Three years of wartime living have not resulted in a serious decline in the physical and mental health of America's civilians, according to an OWI report based on data furnished by military and civilian health agencies. The estimated national death rate in 1944 was 10.6 per 1,000 as compared with 10.7 in 1940. New lows were recorded in communicable diseases. Penicillin has a cure rate of 96% among gonorrhea patients. Within five years syphilis and gonorrhea need no longer be a major health problem due to the use of penicillin, sulfa drugs and other new techniques of treatment. On the darker side, the report noted: There still is a shortage of doctors and nurses in civilian practice. There are 80,000 full-time practicing physicians in the U. S. and 60,000 in the armed forces (80% of all medical school graduates go into the Army and Navy). The number of psychiatrists has declined from 3,500 before the war to 2,226. Mental disease is still the largest single cause for draft exemption. Most absenteeism in factories due to sickness is caused by respiratory diseases. Lack of adequate sanitary installations continues in many communities, with 40% of the counties in U. S. lacking full-time public health service.

• Most U. S. citizens were already in bed when the midnight curfew on all places of entertainment went into effect on 26 February. Designed to conserve critically needed coal, alleviate the manpower shortage and lift transportation burdens, the curfew was requested by War Mobilization and Reconversion Director James F. Byrnes. Most owners of entertainment establishments took the order in good faith, but in a small New England village the residents were greatly perturbed. The good folk of the village said they'd "be darned if they'd stay up that late—war or no war!"

• Old faces in new jobs were seen in the nation's capital last month: Former Vice President Henry A. Wallace was sworn in as Secretary of Commerce after the President had signed a measure stripping the Commerce Department of control of Federal lending agencies; Fred M. Vinson became the new Federal Loan Administrator; William H. Davis, chairman of the War Labor Board, succeeded Mr. Vinson as Director of Economic Stabilization, and Dr. George W. Taylor, WLB vice chairman, moved into Mr. Davis's old job.

Photograph from Press Association, Inc.

CURFEW hours were explained to patrons of New York's Diamond Horseshoe by owner Billy Rose on first night of ban. Most U. S. citizens were in bed.

• *Today & Tomorrow*: A boat which permits a fisherman to sit in a rotary chair and drive a paddle wheel with his feet has been patented. . . . Although Boston tobacco dealer Peter Campbell is blind, he has his own method of preventing his customers from buying more than one pack of cigarets a day. He has issued rations cards in Braille. . . . New York State Senate passed the Ives-Quinn bill outlawing discrimination in employment because of race, color, creed or national origin . . . . Penicillin, "wonder drug" developed during the war, was made available to civilian hospitals and physicians last month . . . Americans will see their first eclipse of the sun in 13 years on 9 July. . . . George Robert Lee, Bridgeport, Conn., stated on his 101st birthday that the second 100 years are the hardest. He observed: "It takes about a 100 years before a man gets any sense. Now that I know the score, I haven't the strength to do much about it." . . . The famous coffee house in New Orleans' French market outlasted coffee rationing all right but recently closed because of the shortage of sugar. . . . Hood River, Oreg., Post 22 of the American Legion agreed last month to restore to its honor roll the names of 15 Japanese - American servicemen which it scratched out last December.

CINCINNATI looked like Venice when spring thaws overflowed Ohio River. Pennsylvania, Kentucky, Illinois, Indiana were among other flood states.

ENTERTAINMENT

• Bing Crosby and Ingrid Bergman were named the best film performers of 1944 and *Going My Way* the outstanding picture of the year by the Academy of Motion Picture Arts and Sciences. The "Oscars" went to Miss Bergman for her role in *Gaslight* and to Crosby for his portrayal of the priest in *Going My Way*. Best supporting role awards went to Barry Fitzgerald (*Going My Way*) and Ethel Barrymore (*None But the Lonely Heart*). A special award was made to Margaret O'Brien as the outstanding child actress.

Photographs from Press Association, Inc.

SIGN OF SPRING: Circus aerialist Elizabeth Wallenda tunes up for new season. Ex-husband returns in act despite marital split last year.

According to the latest Hooper ratings, Jack Benny has more female listeners than Frank Sinatra. . . . A Hollywood studio bought *Kiki* from Mary Pickford with the intention of making it into a musical with Betty Grable. Years ago, Mary Pickford starred in *Kiki* and her understudy was an unknown named Betty Grable. . . . Pfc. Red Skelton married Georgia Maureen Davis, ex-model. Red's first wife still serves as his gag writer and business manager. . . . New York City License Commissioner Paul Moss refused to renew a Manhattan theater's license unless the play *Trio* was closed. Moss called the play "lewd, lascivious and immoral." Theater folk called him "dictator." . . . Robert Benchley will portray a Navy chaplain in the screen version of *Kiss and Tell*. . . . MGM is dickering with *Stars and Stripes* for rights to do a movie based on the Army daily. . . . *The Ghost of Berchtesgaden* will sequel *Hotel Berlin*—after that, what? . . . Rosalind Russell has acquired the dramatic rights to a forthcoming novel, *Why Was I Born?*, and will appear in the Broadway adaptation. . . . Mainbocher will design dresses and costumes for the technicolor version of *One Touch of Venus*. He did the Waves' and Spars' uniforms. . . . Bing Crosby's four sons will do their first screen bit in *Duffy's Tavern*. Bing does the voice ghosting for Eddie Bracken in Eddie's new picture. . . . An exact reproduction of the Stork Club (complete with curfew) will be built for the picture of the same. . . . Errol Flynn is going to star in *The Adventures of Don Juan*. . . . *Wilson* will be shown simultaneously in 500 theaters at popular prices next summer. No picture has ever played more than 300 theaters at one time. . . . Cary Grant will star in a semi-documentary film on the history of naval aviation. The film, taken by service photogs, will begin with the conversion of the USS *Langley* and continue through the carrier strikes against Tokyo. . . . Maurice Chevalier has received offers to return to Hollywood. . . . Radio stations in Philadelphia banned advertising transcriptions of *To Have and Have Not*. The record's descriptions of Lauren Bacall and the wolf whistles were called too sexy. . . . Charlie Chaplin will make *Monsieur Bluebeard*. . . . Tokyo Rose was the inspiration for a movie of the same. . . . Greer Garson was rated most popular star in the U. S. in a recent Gallup poll. . . . A series of one-reelers titled *Overseas Roundup* will provide a factual report of how servicemen overseas live, work and play between battles. . . . All branches of the service joined forces to produce the film *Fury in the Pacific*, which portrays the amphibious operations against the Palaus. All footage was shot by uniformed photographers.

SPORTS

Play Ball!

Major league clubs took to not-so-warm diamonds last month for spring training in preparation for season openers on 16 April, although most teams were operating on a day-to-day basis, never knowing when their manpower would be drained.

There was hope for survival of a fourth wartime season by way of the green light given the game by President Roosevelt, the sympathetic nod of War Mobilization Director James F. Byrnes and the travel agreement worked out with the Office of Defense Transportation. However, many of baseball's 4-Fs and those deferred for dependency reasons last season expect to face new draft examinations soon.

Here is the manpower picture in the National and American leagues:

Detroit Tigers have already lost their biggest bat, Dick Wakefield, and

will rely on pitchers Dizzy Trout and Hal Newhouser to pull them through. Boston Red Sox have virtually no catching staff and will be without Tex Hughson, Bobby Doerr and Skeeter Newsome. Biggest blow to Cleveland would be loss of Manager Lou Boudreau if he stays at his war plant job. Champion Cardinals will be minus Stan Musial and expect Walker Cooper, Max Lanier and Marty Marion to go. Cincinnati Reds will be missing Ray Mueller and Estel Crabtree. Cubs may drop Bill Nicholson to the draft and will not have Les Fleming and Dom Dallessandro. Dodgers have already lost Rube Melton and have fears for Mickey Owen. Browns, Athletics, White Sox, Yankees, Pirates, Giants and Braves will have few lineup changes from last year.

Washington Senators are in a class by themselves—they could field an all Latin team plus spares, having 12 Cubans and one Venezuelan on the roster.

• *Odds and Ends:* Iowa won its first undisputed Western Conference basketball title. Won 11 out of 12. The one loss was to Illinois. . . . Lt. Col. Dick Hanley, USMCR, one-time head football coach at Northwestern University, signed a three-year contract as coach and general manager of the Chicago club in the postwar All-American Football conference. He will be assisted by Maj. Ernie Nevers, USMCR, former Stanford great. Hanley is the fifth coach signed in the new pro circuit. . . . Baseball writers ranked the 1927 Yankees—Lou Gehrig, Bob Meusel, Babe Ruth, Tony Lazzeri, Earl Combs and others—the best team of all time. . . . Sam Snead won his fifth victory of the winter season by taking the Pensacola open golf tournament and then added No. 6 by annexing the 72-hole Jacksonville open. . . . The 1945 All-Star baseball game will be dropped as a travel conservation measure. . . . Kenneth L. "Tug" Wilson, athletic director at Northwestern University, was appointed athletic commissioner of the Western Conference, succeeding the late John L. Griffith. . . . Montreal Canadians clinched first place in the National Hockey League. . . . U. S. Coast Guard Academy won the Eastern Intercollegiate Boxing Association championship. . . . New York's Mayor La Guardia revealed that 20-year-old Larry Pearlstein, honorably discharged Army vet and one of the five Brooklyn College basketball players expelled from college for taking bribes to "throw" a game, never was enrolled in Brooklyn College although he carried books every day.

Photographs from Press Association, Inc.

WASHINGTON Nats, first major league team out of hibernation, was cheered by No. 1 fan, hefty Ernest Holcomb, and Coach Nick Altrock.

SHOWN the 4-foot tube and magnet used to retrieve bobby pins from her stomach, Betsy Johnson, 3, of Schenectady, N. Y., can't believe her eyes.

VETERANS

• Are veterans interested in buying homes after they get out of the service? Have a figure: By the first of this year, according to a recent report of the United States Savings and Loan League, more than 10,000 servicemen or their families had had interviews with savings and loan associations alone regarding home loans under the "GI Bill of Rights." Of these, 1,054 had filed applications for loans totaling $4,689,057.

• Starting out the new year with a bang, local offices of the United States Employment Service placed 98,620 veterans in jobs during January. This topped best 1944 month by 15,000 and was almost triple the figure for the previous January. Veterans of the present war accounted for 77,735 of the jobs. Special selective placements were made of 12,812 servicemen with disabilities.

• What is believed to be the first GI Bill business loan in the country has been made to a former Navy man, Jack C. Breeden, of Falls Church, Va., ex-torpedoman's mate third class. Medically discharged, and with four battle stars on his campaign ribbons, Breeden is going into the wholesale meat business, using his loan to buy a refrigerator truck for operation in northern Virginia and the Washington metropolitan area. The loan was for about $3,000 and was made by a Washington bank, with Veterans Administration guaranteeing 50% of the loan under the GI Bill.

• In connection with business loans under the GI Bill, two Government agencies have been designated as cooperating agencies with Veterans Administration. The Reconstruction Finance Corporation and the Smaller War Plants Corporation will review papers connected with business loans and make recommendations as to approval or disapproval. RFC and SWPC will also act as appraisers and examine loans for business purposes to determine (1) that the proceeds will be used for purposes permitted by law, (2) that the property involved will be useful and reasonably necessary to the occupation, (3) that the veteran has the ability and experience to assure a reasonable likelihood of success in the venture, (4) that the price to be paid does not exceed a reasonable normal value, and (5) that the loan is practicable.

Ordinarily, business loans are made through recognized lending agencies, such as banks, loan associations, etc. But in some instances either RFC or SWPC may make a primary loan under their independent authority as lending agencies. Where this is done the Veterans Administration may guarantee in full a second loan not to exceed 20% of the purchase price, up to a maximum of $2,000.

• Forms and information needed to make the three types of GI Bill loans —for homes, farms and businesses— have now been distributed to the great majority of lending agencies in the country, and are also available at all regional offices of the Veterans Administration. Any veteran, however, who does not find such information available locally may write to the nearest office of the Veterans Administration and the information will be mailed to him immediately.

HOW DID IT START?

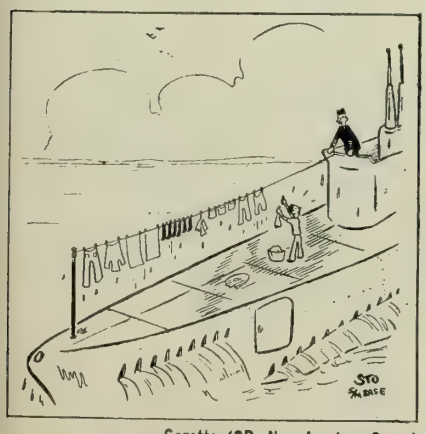
Bells

When time was kept aboard ship by means of a half-hour glass, it was the job of the ship's boy to turn the glass as the sands of time ran out. With each turn he gave the bell on the quarterdeck a lusty swing to show that he was on the job. Then quartermasters found it convenient to show the passage of their watches by having the bell rung once at the end of the first half hour, twice at the end of the second and so on. Eight bells indicated the end of a four-hour watch and the beginning of a new one.

PLANES IN THE NEWS

• When the *Mars*, world's largest flying boat, winged west from San Francisco and came to rest at her Hawaiian base recently, she completed her 1,000th hour of flight time, carried her 1,000,000th pound of pay load and had flown more than 200,000 miles. This record has been established since January 1944 when the huge flying boat was turned over to the Naval Air Transport Service. The *Mars* has been carrying an average pay load of approximately 25,000 pounds on each flight of her four-day rotation schedule between San Francisco and Hawaii.

○ A Catalina patrol bomber recently delivered to the Navy at New Orleans was christened *The Flying Steed* by the New Orleans shore patrol. The privilege of naming the bomber was given the patrol's 62 officers and men for selling an average of $2,068.95 worth of war bonds apiece to outdistance other units at 8th Naval District headquarters in both total and per capita sales during the 1944 Pearl Harbor Day drive. The patrol chose the name in honor of Charles J. Steed, CSp(S), who sold $18,500 worth of bonds.



Gazette (SB, New London, Conn.)
"Leave her up awhile, Skipper—I wanta dry these things!"

DD to Arabia

(*Continued from page 3*)

the wardroom. We entered with our caps held under our arms, shook hands with the King and took our places, squatting on the deck about these great tablecloths.

Half a dozen huge plates of lamb-and-rice combination were before us, surrounded by smaller plates of onions, tomatoes and potatoes. Smaller, choicer bits of lamb in some colorless dressing surrounded these. There was also chopped watermelon, chopped apples from the officers' mess, water and bread—the Arab's twisted bread, very much like French bread, and some from our own mess.

The King drinks only water from Mecca. It was held behind him in a large glass by the Assistant Ceremonial Coffee Server throughout the entire meal. A gesture and the King had his glass. The Ceremonial Coffee Server also stood behind the King with a small cup and, whenever the King wanted coffee, he would drink from this cup. When he had had his fill, the cup was emptied on the rug.

It is good taste among Arabs to eat all that is placed before you. We used our hands or ate with knives and forks, depending on how we thought we should act under the circumstances. Our executive officer is a very large man, very much like the King in stature, and he had to rise many times during the evening to stretch his legs. The King laughed at this and said that he himself was a large man but had been doing this all his life and so he was quite used to it.

That evening we showed a movie, *The Fighting Lady*, out on the forecastle under the tent. The King was very interested and called over to his interpreters to give him all the information concerning the planes and the carriers.

That was our first day at sea, 13 February. We passed through Suez early in the morning on the 14th and proceeded up the canal. We came within TBS distance of the President's cruiser about 1000. All preparations had been made for coming alongside. That morning we took down the tent, left the rugs on the forecastle, spread out the chairs in their best fashion and set up the King's throne on the superstructure deck aft of our No. 2 gun.

Mission Completed

The cruiser's deck, of course, was much higher than ours, and the King could not climb any ladders. So we rigged a sort of elevator, a chair from the wardroom with lines tied about its four legs. We put the King in that, at the break of the deck swung him over the side and hoisted him up to the next deck. There he established himself on his throne, surrounded by his bodyguards, as we came alongside the cruiser.

Our men manned the rails, the men on the cruiser manned hers. The gangway was placed from the cruiser's quarterdeck across our life net on the superstructure deck, and the King was piped aboard the cruiser in the traditional fashion of the Navy. He took with him his bodyguards, and every single bodyguard was piped aboard. It was doubtful, evidently, that they knew exactly which one was the King, and this was amusing to us because we had done the same thing with the royal princes as they came aboard—piped each one aboard to be sure that we would render honors correctly.

During the meeting aboard the cruiser her fantail was crowded with men who wanted to receive gifts of watermelons from the Arabs on our fantail, who were throwing them up to the cruiser, and to see the sheep pen, the carpets on our deck, the charcoal fires that were still burning under their copper pots, brewing the ceremonial coffee, and the Arabian flag that was flying at the peak of the gaff.

After the conference the cruiser got underway immediately for Alexandria. We anchored there in Great Bitter Lake for another day, getting under way about 1500 on the 15th for Ismailia, where we were to disembark the King.

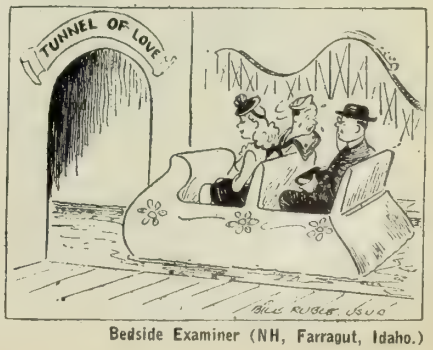
At Ismailia we anchored and went through the reverse of the routine that we used when the King came aboard. He got into the ship's boat at the break of the deck and was lowered away.

We then proceeded on our way through the Suez Canal, refueled at Port Said, went on to Oran, rendezvoused with the cruiser and the task force in the Straits of Gilbraltar and were on our way back to the U. S., completing our mission—one of the strangest and grandest missions, I think, any destroyer in this war will ever have.

WHAT'S IN A NAME?

Union Jack

The Union Jack, the flag that is the blue portion of the Stars and Stripes and is flown between 0800 and sunset on the jackstaff of a Navy ship at anchor, gets its name from the British flag. The British called their flag "union" because its two crosses of St. George and St. Andrew, symbolize the union of England and Scotland; "jack" because Jacques was the nickname of King James II who authorized the flag. We acquired the name along with other British flag terminology.



Bedside Examiner (NH, Farragut, Idaho.)

DECORATIONS AND CITATIONS

For reasons of security, a man's duty and the deed for which he is decorated often cannot be fully described either in this section or in the actual citation he receives. There may accordingly be reports here which do not tell the whole story.

NAVY CROSS

Gold star in lieu of second award:

★ Comdr. Reuben T. Whitaker, USN, Norwich, Conn.: As commanding officer of a vessel on war patrols in enemy-controlled waters he resolutely and aggressively attacked at every opportunity enemy merchant vessels from convoys. In addition he courageously attacked and sank a Japanese combatant vessel. He displayed excellent tactical judgment. Under his direction, his group of ships accounted for the destruction of much vital enemy shipping. His professional skill and great personal courage were an example and an inspiration to his officers and crew.

★ Lt. Robert L. Stearns, USNR, Santa Rosa, Calif. (missing in action): Flying his torpedo bomber on antisubmarine patrol, Lt. Stearns sighted a concentration of four surfaced U-boats. Flashing word back to his carrier, he immediately closed in on the subs for a bombing attack. In the face of furious antiaircraft fire from the four subs, he launched an expert and daring run. Then he courageously remained in hazardous contact with the enemy to direct relief planes to the area. Upon arrival of other carrier planes, he skillfully coordinated their efforts for a concerted attack. In the ensuing well-planned action, he fought his bomber valiantly and scored devastating hits that probably destroyed one of the subs. Positive indications of the accuracy of his attack and the probable destruction of the sub were furnished by the large number of floatable objects and the heavy oil slick seen on the surface afterwards. His superb airmanship and invincible fighting spirit were an inspiration to his comrades.

Official U. S. Navy photograph

ARMY HONORS ADMIRAL: Rear Admiral A. C. Bennett, USN, Portsmouth, Ohio, has been awarded the Legion of Merit by the U. S. Army for his services during the invasion of North Africa. Lt. Gen. Lloyd C. Fredendall, USA, made the presentation (above) to Admiral Bennett, who is now Commandant of the 8th Naval District, at ceremonies recently in Memphis, Tenn. Having received orders to participate in the Oran landing only three weeks prior to the first scheduled sailing date of the assault convoy, Admiral Bennett organized and trained an advance base unit for duty with the Center Task Force. Salvage personnel and material were on hand immediately after the landing for the extremely difficult task of clearing the ports of Oran, Mers El Kebir and Arzew. Despite the difficulties, particularly at Oran where 26 ships had been sunk, all three ports were rapidly prepared to handle from two to three times their normal peacetime capacities.

★ Lt. Robert P. Williams, USNR, Snoqualmie, Wash.: While piloting a torpedo bomber during an attack on a German submarine in the Atlantic area, he was aggressive and valiant, alert to every attack opportunity. Upon sighting the periscope of the sub he launched a vigorous bombing run. As the vessel began to surface, he released four depth charges, one of which exploded close aboard the port bow and caused the sub to submerge slowly on an even keel. His superb airmanship and unswerving devotion to duty in the execution of hazardous patrols reflect the highest credit upon himself and the naval service.

First award:

★ Vice Admiral Jesse B. Oldendorf, USN, Coronado, Calif.: As Commander Support Force in the Battle of Surigao Strait, 25 Oct. 1944, he engaged a powerful detachment of the Japanese fleet, consisting of battleships, cruisers and destroyers, and in a short but decisive action practically annihilated the enemy force. Fleeing remnants were closely pursued by units of his command which, with the aid of cooperating aircraft, completed their destruction. His personal courage, determination and perseverance were reflected in the outstanding performance of the force under his command, which resulted in a brilliant naval victory and incalculable damage to the enemy.

★ Rear Admiral (then Capt.) Frank E. Beatty, USN, Coronado, Calif.: His aggressive leadership and gallant conduct under fire as CO of the USS *Columbia* during the period of 30 Oct.-2 Nov. 1943, contributed to the protection of our beachhead at Empress Augusta Bay and to the successful establishment of our land and air forces on Bougainville. Proceeding through unfamiliar and poorly charted waters and against terrific fire from hostile shore batteries and aerial attacks, he participated in the initial bombardment of Buka-Bonis and the first daylight assault on Shortland-Baisi-Ballale. During the operations, the American forces were pitted against a Japanese task force of superior firepower but nevertheless fought on to victory. The superb skill with which Rear Admiral Beatty fought his ship helped bring about the sinking of one enemy cruiser and four destroyers and the damaging of two other cruisers and two more destroyers. Later, a fleet of 67 enemy bombers launched a deadly attack attack against the American forces and Admiral Beatty directed the antiaircraft batteries in a barrage that was so persistent, intensive and accurate that 17 Jap planes were shot down.

★ Capt. William H. Buracker, USN, Winchester, Mass.: As CO of the USS *Princeton* in the Western Pacific during September and October 1944, his courageous and inspiring leadership contributed directly to the destruction of a large part of the enemy's navy and air force. When his own ship was heavily damaged by superior enemy forces, he made determined and heroic efforts to save her. These efforts continued, even in the face of three great explosions, until the tactical situation demanded that the *Princeton* be sunk by our own fire.

★ Comdr. Frank DeVere Latta, USN, Burlington, Iowa: Applying himself with keen foresight and unwavering attention to detail as CO of a submarine on six successive patrols, he assisted materially in planning a series of extremely hazardous missions and later carried out each difficult assignment with outstanding success. During these patrols, he maneuvered his vessel for maximum striking power and succeeded in sinking an important amount of vital hostile shipping.

★ Lt. George C. Cook, USNR, Boston, Mass.: On the night of 18-19 April 1942, Lt. Cook was in command of a boat and rescue party detailed from an American ship to effect the evacuation of a group of Australian flyers who were grounded on the Island of Timor, Netherlands East Indies. Despite the fact that enemy forces were in the vicinity and also searching for the grounded aviators, Lt. Cook unhesitatingly swam ashore and made contact with the flyers. Thereafter, he made several additional trips through the surf, efficiently supervised the transfer of the sick and wounded men to his ship and, in complete disregard of his own safety, rescued two

from drowning. Throughout the dangerous operations, his splendid leadership, unselfish efforts and indomitable courage were an inspiration to his comrades.

★ Lt. Jack D. Cruze, USN, Los Angeles, Calif.: On various patrols over the Solomons Sea and in the vicinity of the Bismarck Archipelago in November 1943, Lt. Cruze, pilot of a Catalina, demonstrated splendid airmanship and valorous initiative as he flew through hazardous weather and against fierce antiaircraft opposition to destroy or damage enemy shipping and ground targets. From 1 to 9 November, his toll included destruction of a wharf, an accurate hit on a hostile cargo ship and severe damage to many barges. Then, on the night of 16 November, sighting a large force of enemy vessels, he skillfully and fearlessly maneuvered his plane for a low-altitude bombing attack and, despite intense and accurate antiaircraft fire, which ripped into his plane frequently, Lt. Cruze scored two direct and punishing hits on a valuable transport, destroying it or seriously damaging it.

★ Lt. Kemper Goffigon III, USNR, Cape Charles, Va.: In command of an LCT(5) which was attacked by Jap divebombers at Arawe, New Britain, 26 Dec. 1943, Lt. Goffigon courageously disregarded his own painful injuries when his ship was riddled by shrapnel that killed two men and wounded 16. Lt. Goffigon, showing forceful leadership and outstanding skill, immediately undertook strong protective measures to control damage and care for the wounded personnel. With the engineering plant and rudder badly damaged, he reassembled his remaining men and labored tirelessly for five hours in the combat zone to effect repairs which enabled his ship to return to a place of safety under her own power.

★ Lt. (jg) Robert D. Kunkle, USN, Dallas, Tex.: While on patrol in his Catalina flying boat on 28 Dec. 1943, despite extremely adverse weather conditions he located two Japanese destroyers off the north coast of New Britain. He immediately launched a vigorous attack at mast-head level only to have the run go for naught when the bombs failed to release. Undismayed, the flyer wheeled about and pressed home a second attack, diving through a withering sheet of antiaircraft fire from the two ships and from enemy shore installations to score two probable hits on one of the destroyers.

★ Ens. Arthur P. Mollenhauer, USNR, Redwood City, Calif. (missing in action): During a raid by carrier-based planes on northern Formosa on 12 Oct. 1944, he flew his fighter-bomber through intensive antiaircraft fire to carry out an effective bombing attack on a large and important hangar. During this attack, he boldly engaged a superior force of Jap planes and, despite the great odds against him, shot down five enemy craft. He not only contributed to the complete rout of the enemy formation, but, in two instances, saved the lives of teammates.

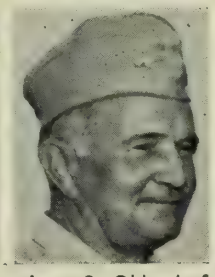
★ Victor A. Bloom, CMoMM, USNR, Lynn, Mass.: Senior engineer of *PT 191*, Bloom took a vital part in numerous aggressive combat patrols against hostile barge traffic along the north coast of New Guinea and the west coast of New Britain from September through December 1943. He contributed materially to the success of his vessel in sinking or destroying 10 enemy barges loaded with troops and supplies, two ketches, one lugger, one picket boat and two aircraft. During a daylight reconnaissance of the New Britain coast northwest of Arawe, a vigorous enemy air attack crippled the PT's three engines. Although the engine room was filled with noxious gas fumes and sprayed with hot water from damaged water jackets, Bloom remained steadfast at his station and skillfully maintained the engines in operative condition. Realizing that leaking gas tanks might result in serious fires, Bloom shut off the tank compartment, blanketing it with carbon dioxide. Then he courageously went to the assistance of two injured shipmates and administered effective first aid.

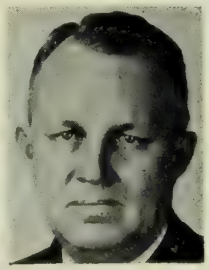
★ Arthur V. Shields, EM1c, USNR, Port Angeles, Wash. (posthumously): During the invasion of France, Shields was attached to *LCI 415*. Swept by a strong current, the vessel was beached on a bar about 50 yards offshore. Shields voluntarily swam from ship to shore and back through a hail of enemy shrapnel to establish the depth of the water and thus determine if troops could be disembarked safely. Although exhausted upon returning to the craft, he unhesitatingly plunged in again to rescue two soldiers from drowning, supporting them despite heavy fire until a rubber boat could be sent to their aid. Then he helped one into the boat and led the other to shallower water. Subsequently, he boarded a disabled landing craft nearby and, after the abandon ship order had been given, remained to render valiant aid to the officers and to the pharmacist's mate removing a wounded crew member. It was while carrying this helpless injured man along the beach that Shields was mortally wounded by bursting German shells.

★ William B. Wadkins, BM2c, USNR, Anson, Tex.: During the landing on Baanga Island of New Georgia Group on 12 Aug. 1943, Wadkins was coxswain of an LCM from an attack cargo ship. After skillfully bringing

Winners of the NAVY CROSS

(Citations begin on opposite page)


Jesse B. Oldendorf
Vice Admiral, USN


Frank E. Beatty
Rear Admiral, USN

William H. Buracker
Capt., USN

Reuben T. Whitaker
Comdr., USN

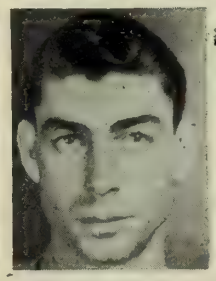
George C. Cook
Lt., USNR

Jack D. Cruze
Lt., USN

Kemper Goffigon III
Lt., USNR

Robert L. Stearns
Lt., USNR

Robert P. Williams
Lt., USNR


Robert J. Kunkle
Lt. (jg), USN

Arthur V. Shields
EM1c, USNR

Photographs not available of Comdr. Frank DeVere Latta, USN; Ens. Arthur P. Mellenhauer, USNR; Victor A. Bloom, CMoMM, USNR, and William B. Wadkins, BM2c, USNR.

Helena Awarded Navy Commendation

The first award of the new Navy Unit Commendation has been made to the light cruiser USS *Helena* (above) for outstanding heroism in action against Japanese forces afloat in the Solomon Islands-New Georgia area. The *Helena* was cited for her part in the Battle of Cape Esperance, the Battle of Guadalcanal (Third Savo) and the engagement in which she was sunk by a Jap torpedo, the first Battle of Kula Gulf.

Gallantly carrying the fight to the enemy, the *Helena* opened the night Battle of Cape Esperance on 11-12 Oct. 1942 by boldly sending her fire into a force of enemy warships. She sank a hostile destroyer and held to a minimum the damage to our destroyers in the rear of the task force. She engaged at close quarters a superior force of combatant ships in the Battle of Guadalcanal (Third Savo) on the night of 12-13 Nov. 1942. When the flagship had been disabled, she rallied our own forces and contributed to the enemy's defeat.

In her final engagement in the predawn Battle of Kula Gulf, 5 July 1943, she valiantly sailed down the submarine-infested waters of the gulf under terrific torpedo and gun fire of the enemy to bombard Kolombangara and New Georgia and cover the landing of our troops at Rice Anchorage. Twenty-four hours later, as her blazing guns aided in the destruction of a vastly superior enemy force, she was fatally struck by a Japanese torpedo.

All personnel who served aboard the *Helena* during one or more of the above engagements are authorized to wear the Unit Commendation ribbon; personnel not attached on one or more of those engagements are not authorized to wear it. The ribbon is to be worn, without a bronze star, immediately after the Presidential Unit Citation ribbon. The new citation, announced by Alnav 224-44, is awarded by the Secretary of the Navy to any ship, aircraft, detachment or other naval unit for outstanding heroism in action with the enemy, or for extremely meritorious service in support of military operations not involving combat.

Official U. S. Navy photographs

Survivors of torpedoed Helena muster aboard destroyer that picked them up.

NAVY CROSS cont.

the craft to the beach under fierce machine-gun cross-fire which set ablaze an ammunition box in front of the cockpit, Wadkins turned over his duties to a shipmate and, with utter disregard for his own personal safety, threw the burning explosives overboard. Despite the deadly fire of the enemy, he assisted in holding the boat on the beach, helping the troops who were landing and those who were being evacuated, and administering first aid to the wounded while the boat was backing off the shore. Although he himself was injured, Wadkins resumed his station in the cockpit and continued to back his craft for almost a mile in order to bring his machine gun to bear on the enemy.

DISTINGUISHED SERVICE MEDAL

Gold star in lieu of third award:

★ Admiral William F. Halsey Jr., USN, Washington, D. C.: In a duty of great responsibility as Commander, 3d Fleet, operating against Japanese forces from 15 June 1944 to 25 Jan. 1945, he carried out a sustained and relentless drive against the enemy. He skillfully directed the operations which resulted in the capture of the western Carolines and a crushing defeat of the Japanese carrier force in the battle off Cape Engano on 25 October and associated attacks on a hostile fleet in waters of the Philippines. Conducting a series of brilliant and boldly executed attacks on hostile air forces, shipping and installations in the Ryukus, Formosa, the Philippines, South China and Indochina, Admiral Halsey was directly responsible for the great damage inflicted on enemy aerial forces and the destruction of shipping vital to the Japanese.

Gold star in lieu of second award:

★ Maj. Gen. Roy S. Geiger, USMC, Pensacola, Fla.: As Commanding General of the 3d Amphibious Corps, and of the Southern Troops and Landing Force in preparation for and during the campaign against the Marianas Islands and the capture of Guam, he worked tirelessly and with sound judgment and initiative. He welded the 3d Marine Division, Reinforced, and the 1st Provisional Marine Brigade, the Corps troops and artillery into a superb amphibious assault team. Immediately following the landings he effectively combined the 77th Army Division with the Southern Landing Force, directing the combat operations of this powerful force in the vital task of seizing beachheads, capturing the harbor and surrounding heights and ultimately overwhelming the remaining island de-

Gen. Geiger

fenses. His forceful leadership, brilliant tactical skill and distinguished service were an inspiration to his gallant command.

First award:

★ Rear Admiral William Chambers, (MC) USN, La Jolla, Calif.: As Inspector, Medical Department Activities, Pacific Area, from October 1942 to 1 Aug. 1944, he worked tirelessly and with brilliant administrative skill, carrying out vital assignments throughout the combat areas of the Pacific. He expeditiously effected the organization of medical facilities which included first aid treatment in the field, hospitalization and evacuation of the sick and wounded, the establishment of medical storehouses and supply depots for the Fleet and shore activities, and the preliminary plans for the care of natives in conquered territory. As a qualified flight surgeon he personally participated in the evacuation of the first battle casualties from Bougainville, prior to the organization of a regular air evacuation service. Later by his unwavering efforts and excellent judgment during operations in the Marianas he contributed materially to the saving of a large number of lives. Consistently applying his superior professional knowledge efficiently and with outstanding resourcefulness, Admiral Chambers distinguished himself as a forceful leader and was largely responsible for the success of the Medical Department's program in this theater of war.

Admiral Chambers

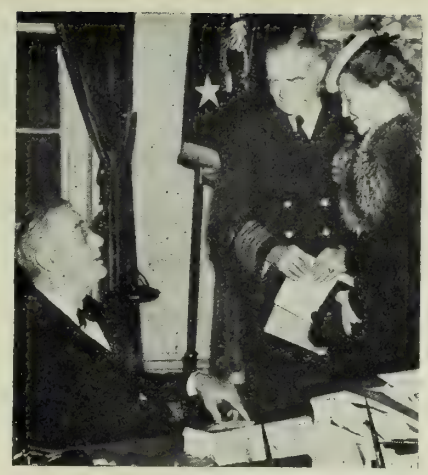
At present he is Medical Officer in Command at the National Naval Medical Center, Bethesda, Md.

Army General in Angaur Invasion Gets Navy DSM

Maj. Gen. Paul J. Mueller, USA, Arlington, Va., has been awarded the Navy's Distinguished Service Medal by Secretary of the Navy Forrestal for his service as commanding general of the 81st Infantry Division during the invasion of Angaur in the Palau Islands, 17 Sept. to 14 Oct. 1944.

Gen. Mueller

Skillfully executing the landing, Gen. Mueller launched an aggressive assault which drove the defenders back into a single pocket of resistance on the coast. Despite difficult terrain and desperate opposition, he repeatedly occupied hazardous forward posts, directing a succession of bold attacks which steadily reduced the hostile position. Concurrently, although severely handicapped by adverse unloading and beach conditions, he was charged with initiating the development of an important air base.



Official U. S. Navy photograph

THE PRESIDENT congratulates Admiral Halsey, accompanied by Mrs. Halsey, after presenting a gold star in lieu of third Distinguished Service Medal to the 3d Fleet commander at White House last month.

LEGION OF MERIT

Gold star in lieu of fourth award:

★ Capt. Watson O. Bailey, USN, East Lynn, Mass.: Commander, Transport Division and commander of a beach assault group, invasion of southern France.

Gold star in lieu of third award:

★ Rear Admiral Spencer S. Lewis, USN, Calvert, Tex.: Chief of staff to a naval task force commander, invasion of Italy.

★ Capt. (then Comdr.) Leo A. Bachman, USN, Berkeley, Calif.: On the staff of a naval task force commander, invasion of Italy.

★ Capt. Harold R. Brookman, USNR, Oakland, Calif.: Material officer, invasion of Italy.

★ Capt. Robert A. J. English, USN, San Francisco, Calif.: War plans officer, invasion of Italy.

Gold star in lieu of second award:

★ Maj. Gen. Graves B. Erskine, USMC, Waverly, Ala.: Chief of staff of an expeditionary force, Marianas, 24 April to 12 Aug. 1944.

★ Brig. Gen. William E. Riley, USMC, Minneapolis, Minn.: Assistant Chief of Staff of Commander, 3rd Fleet, 16 June 1944 to Jan. 1945.

★ Capt. Raymond J. Mauerman, USCG, Chevy Chase, Md.: CO, USS *Joseph T. Dickman*, invasion of Southern France.

★ Col. William J. Whaling, USMC, Laguna Beach, Calif.: CO, 1st Marines, 1st Marine Division, Cape Gloucester, New Britain, 26-30 Dec. 1943.

★ Capt. Richard F. Whitehead, USN, Fall River, Mass.: Commander, Support Aircraft, southern Marianas, 14 June to 15 July 1944.

First award:

★ Vice Admiral Charles H. McMorris, USN, Wetumpka, Ala.: War plans officer, staff of CincPac, 7 Dec. 1941 to 15 Apr. 1942.

★ Rear Admiral Walter A. Buck, (SC) USN, Drexel Hill, Pa.: Force supply officer, staff of Commander, Support Force, Atlantic Fleet, 5 March 1941 to 10 Feb. 1942.

★ Rear Admiral Osborne B. Hardison, USN, Glenview, Ill.: Commander, Fleet Air, South Pacific, 21 April 1943 to 10 Jan. 1944.

★ Rear Admiral William K. Harrill, USN, Knoxville, Tenn.: While commander of a task force, June 1944.

★ Rear Admiral Forrest P. Sherman, USN, Melrose, Mass.: Chief of Staff to Commander, Air Force, CincPac, 14 October 1942 to 24 November 1943.

★ Capt. Selman S. Bowling, USN, New Albany, Ind.: Commander, Motor Torpedo Boat Squadron 21, April 1943 through January 1944.

★ Capt. Josephus A. Briggs, USN, Omaha, Neb.: Commander of a fleet air wing and CO, NAS Port Lyautey, French Morocco, November-December 1942.

★ Capt. Pat Buchanan, USN, Coronado, Calif.: Commander, Transport Groups, invasions of Attu and Kiska.

★ Capt. Marion C. Cheek, USNR, Ripley, Tenn.: Staff of ComSoPac, 19 June 1942 to 5 January 1944.

★ Capt. John Connor, USN, Manchester, N. H.: Antisubmarine officer, ComDesLant, later commander of a destroyer squadron and an Atlantic fleet task group, March 1942 to January 1944.

★ Capt. Randal E. Dees, USN, Crystal Springs, Miss.: CO of the USS *Pensacola*, Marshall Islands, 23 Jan. to 17 March 1944.

★ Capt. Sydney B. Dodds, USNR, Shaw, Miss.: Commander, beach battalions, invasion of southern France.

★ Capt. Willard M. Downes, USN, North Hollywood, Calif.: Chief Staff Officer, Brisbane, Australia.

★ Capt. (then Comdr.) George J. Dufek, USN, Rockford, Ill.: Aviation officer on the staff of a naval task force commander, invasions of Sicily and Italy.

(See Page 63)

LEGION OF MERIT cont.

★ Capt. Harold F. Fick, USN, Cleveland Heights, Ohio: CO, aircraft carrier, Pacific area, May 1943 to July 1944.

★ Capt. William B. Fletcher Jr., USN, Washington, D. C.: Chief of Staff, Commander Transport Group; Commander, Attack Group, South Pacific Force, 3 July 1943 to 26 Aug. 1944.

★ Capt. Clarence Gulbranson, USN, River Forest, Ill.: CO, ATB, Fort Pierce, Fla., January 1943 to January 1945.

★ Capt. Ralph E. Hanson, USN, New London, Conn.: Commander of a transport division, Pacific area, 15 June to 24 June 1944.

★ Capt. Ernest E. Herrmann, USN, Washington, D. C.: CO of a cruiser, Pacific area.

★ Capt. Harold R. Holcomb, USN, Berkeley, Calif.: ComDesRon from 6 April 1943 to 3 Sept. 1943, Aleutians.

★ Capt. Horace H. Jalbert, USNR, Annapolis, Md.: CO, ATB, Bizerte, Anzio landings.

★ Capt. Lewis G. Jordan, (MC) USN, New York, N. Y.: Force medical officer, ComSerFor, U. S. Pacific Fleet, June 1942 to January 1945.

★ Capt. Philip R. Kinney, USN, Santa Barbara, Calif.: Communications officer, South Atlantic force.

★ Capt. Donald L. Mills, USN, Norfolk, Va.: Operations officer, on the staff of Commander Air Force, Atlantic Fleet, January 1943 to February 1944.

★ Capt. Clinton A. Misson, USN, Washington, D. C.: Commander of a transport division, Pacific area, 15 to 24 June 1944.

★ Capt (then Comdr.) Charles W. Moses, USN, Bismarck, N. D.: Gunnery officer, staff of a naval task force commander, invasions of Sicily and Italy.

★ Capt. (then Comdr.) James R. Pahl, USN, San Diego, Calif.: ComDesDiv, Solomon Islands, 23 Oct. 1943 to 11 Jan. 1944.

★ Capt. Frederick L. Riddle, USN, Baltimore, Md.: Assistant operations officer, staff of Cinclant, January 1942 to March 1944.

★ Capt. Herman A. Spanagel, USN, Washington, D. C.: CO, USS *Nashville*, Solomon Islands, 10 Dec. 1942 to 23 Nov. 1943.

★ Capt. (then Comdr.) William H. Standley Jr., USN, San Pedro, Calif.: Operations officer, staff of naval task force commander, landings at Anzio.

★ Capt. John D. Sweeney, USN, Annapolis, Md.: Commander of a destroyer transport division, Solomon Islands, 1 July to 21 Nov. 1943.

★ Capt. Charles W. Thomas, USCG, Long Beach, Calif.: Commander of a Greenland patrol task unit; CO of a Coast Guard ice breaker during the fall of 1944.

★ Capt. Aurelius B. Vosseller, USN, Jacksonville, Ill.: Commander of an anti-sub development detachment; April 1943 to March 1944.

★ Capt. Richard F. Whitehead, USN, Fall River, Mass.: Support Air Commander, Roi and Namur, Kwajalein Atoll and Eniwetok Atoll.

★ Comdr. Jacob M. Boyd, (CEC) USNR, West Palm Beach, Fla.: OinC of a base group on Attu; 19 May to Dec. 1943.

Brazilian Naval Officer Awarded Legion of Merit

In recognition of his services as chief of the Brazilian Naval Mission in Miami, Fla., and as senior Brazilian naval officer in that area from September 1942 to December 1944, Comdr. Harold R. Cox, Brazilian Navy, has been awarded the Legion of Merit (Degree of Officer) by the U. S. Navy. Responsible for receiving and training officers and men to operate vessels turned over to the Brazilian government, Comdr. Cox maintained an excellent spirit of cooperation between the personnel of the U. S. and Brazilian navies.

★ Comdr. Clifford M. Campbell, USN, Spokane, Wash.: While attached to U. S. naval aircraft, Southwest Pacific Force, and 7th Fleet; 13 Sept. 1943 to 14 Sept. 1944.

★ Comdr. Lawrence A. Cline, (CEC) USNR, Los Angeles, Calif.: OinC, naval construction battalions, regiments and a Kiska landing unit.

★ Comdr. John E. Fitzgibbon, USN, Newark, Ohio: Flag secretary to the Commander, South Atlantic Force.

★ Comdr. Curtis H. Hutchings, USN, DeLand, Fla.: Commander of a patrol squadron, antisubmarine operations, Moroccan Sea Frontier, 22 Sept. 1943 to 31 May 1944.

★ Comdr. David McCampbell, USN, Los Angeles, Calif.: Air group commander attached to the USS *Essex*, Philippines, 11 to 14 Nov. 1944.

★ Comdr. Charles M. Noble, (CEC) USNR, Arlington, Va.: OinC of a naval construction battalion, 2d regiment in the Alaskan sector.

★ Comdr. (then Lt. Comdr.) Hepburn A. Pearce, USN, Holbrook, Mass.: CO, USS *Edison*, Salerno landing.

★ Comdr. Shirley L. Quimby, USNR, New York, N. Y.: Mine warfare officer, Staff of Commander, 7th Fleet; 27 May 1943 to 29 Sept. 1944.

★ Comdr. Harold E. Stassen, USNR, St. Paul, Minn.: Assistant chief of staff, administration, and aide and flag secretary on the staff of Commander, 3d Fleet.

★ Comdr. Charles E. Weakley, USN, St. Joseph, Mo.: Commander of a destroyer division, CO of a warship, commander of two task groups in the South Atlantic area.

★ Comdr. Ralph A. Wilhelm, USNR, Seattle, Wash.: CO of a destroyer transport, Solomon Islands, 1 July to 21 Nov. 1943.

★ Lt. Comdr. Harvey M. Andersen, USN, Chicago, Ill.: Salvage officer, invasion of Sicily.

★ Lt. Comdr. James W. Darroch, USNR, Albany, Calif.: Salvage officer, invasions of North Africa, Sicily and Italy.

★ Lt. Comdr. Clyde W. Jones, USNR, Garden Grove, Calif.: Communications officer at Attu and Kiska.

★ Lt. Comdr. Frederick W. Lemly, USNR, Haverford, Pa.: CO, USS *Ward*, Solomon Islands, 13 July to 21 Nov. 1943.

★ Lt. Comdr. Roger F. Miller, USNR, Berkeley, Calif.: CO of a warship in the Atlantic area.

★ Lt. Comdr. Ralph H. Moureau, USNR, Brunswick, Ga.: CO of the USS *Stringham*, Solomon Islands, 13 July to 21 Nov. 1943.

★ Lt. Comdr. (then Lt.) John B. Mutty, USN, Bangor, Me.: Executive officer of Motor Torpedo Boat Squadron 15, Central Mediterranean, June 1943 to Feb. 1944.

★ Lt. Comdr. George W. Pepper, USNR, Philadelphia, Pa.: Air combat intelligence officer afloat, carrier operations in the Pacific.

★ Lt. John E. Annitto, (MC) USNR, Jersey City, N. J.: Medical officer, attack group, Salerno.

★ Lt. Norman J. Benson, USNR, Kodiak, Alaska: Captain of the port, Kodiak, Attu and Kiska, June 1942 to Dec. 1943.

★ Lt. Paul A. Bissinger, USNR, San Francisco, Calif.: Naval task force commander; Sicilian and Italian invasions, Anzio landing.

★ Lt. Philip B. Brown, USNR, Dillon, S. C.: Executive officer of the USS *Borie*, June to 15 Nov. 1943.

★ Lt. Orlo J. Elliott, USNR, Harrisburg, Pa.: Executive officer of the 1st Beach Battalion; invasion of southern France.

★ Lt. William J. Grant, USNR, Waycross, Ga.: Aboard the USS *Cherow*; landings on the west coast of Italy, September 1943.

★ Lt. Marion M. Green, (MC) USNR, Stockton, Calif.: Medical officer at Tarawa Atoll, Gilbert Islands, 20 to 24 Nov. 1943.

★ Capt. Albert L. Jenson, USMC, San Diego, Calif.: Leader of a Marine regiment on Guam.

★ Lt. Louis H. Krauel, (MC) USNR, Cedar Rapids, Iowa: Battalion medical section of the 2nd Marine Division on Tarawa, 21 Nov. 1943.

★ Lt. William F. Lewis, USN, San Diego, Calif.: CO in charge of salvage operations; Aleutians, February to December 1943.

★ Lt. Harold L. Tacker, USNR, Norman, Okla.: OinC of Combat Photography Unit No. 4, Attu, from 11 May 1944.

★ Lt. Floyd G. Warrick, (MC) USNR, Glendale, Calif.: Assistant battalion surgeon, and later battlion surgeon on Tarawa; 20 to 24 Nov. 1943.

★ Robert C. Wagner, CPhoM, USN, Pensacola, Fla.: Member of a combat photography unit, Attu.

★ William R. Hill, PhM1c, USN, Council Bluffs, Iowa: USS *Edward Rutledge*; French Morocco, 12 November 1942.

★ Leon E. George, PhoM1c, USNR, Waterloo, Iowa: Member of a combat photography unit, Attu.

SILVER STAR MEDAL

Gold star in lieu of second award:

★ Comdr. William C. Hughes Jr., USN, St. Joseph, Mo.: CO of a destroyer, 15 Aug. 1944.

★ Comdr. Vincent A. Sisler, USN, Washington, D. C.: Engineer and diving officer of a submarine, Pacific area.

★ Comdr. William C. Thompson Jr., USN, Dublin, Ga.: Assistant approach officer of a submarine, Pacific area.

First award:

★ Capt. Anton B. Anderson, USN, Montclair, N. J.: Commander of a task unit, Bougainville, 8 Nov. 1943.

★ Capt. (then Comdr.) Henry Plander, USN, Gloucester, Mass.: Commander, Minesweeping Force, Cherbourg, 25 June 1944.

★ Comdr. David H. Bartlett, USCG, Long Beach, Calif.: CO of a patrol frigate, Pacific area.

★ Comdr. Hiram Cassedy, USN, Brookhaven, Miss.: Executive officer, navigator and assistant approach officer of a submarine, Pacific area.

★ Comdr. John F. Davidson, USN, Warren, Pa.: CO of a submarine, Pacific area.

★ Comdr. Joseph H. Gibbons, USNR, Port Washington, N. Y.: Commander of the naval combat demolition units of an assault force, Normandy.

★ Comdr. Thomas H. Henry, USN, Birmingham, Ala.: Torpedo and gunnery officer and torpedo data computer operator of a submarine, Pacific area.

★ Comdr. William C. Hughes Jr., USN, St. Joseph, Mo.: As CO of a destroyer in action off the coast of France, summer of 1944.

★ Comdr. Charles S. Hutchings, USN, Weston, Tex.: CO of the USS *Tillman*, Algeria, 6 Nov. 1943.

★ Comdr. Kenneth P. Letts, USN, Flushing, Mich.: CO of the USS *Forrest*, 24 June 1944.

★ Comdr. John R. Middleton Jr, USN, Rockville Centre, N. Y.: CO of a submarine.

★ Comdr. Richard E. Nichols, USN, Groton, Conn.: Participated in six war patrols of a submarine as diving officer on two, executive officer and assistant approach officer on four, Pacific area.

★ Comdr. (then Lt. Comdr.) Vincent A. Sisler, USN, Washington, D. C.: CO of a submarine.

★ Lt. Comdr. Edward Ackerman, USN, Cincinnati, Ohio: Diving officer and assistant fire control officer on a submarine, Pacific area.

★ Lt. Comdr. Arthur H. Berndtson, USN, Oakland, Calif.: As division leader of a PT boat squadron, New Georgia campaign.

★ Lt. Comdr. Frank A. Bewley, USNR, Mystic, Conn.: Diving officer of a submarine.

★ Lt. Comdr. Murray B. Frazee Jr., USN, Gettysburg, Pa.: Officer of the deck, torpedo, gunnery officer, and torpedo data computer operator on a submarine.

★ Lt. Comdr. John H. Fulweiler, USNR, Rose Valley, Pa.: CO of *LST 339*, Vella Lavella, 12-19 Aug. 1943.

★ Lt. Comdr. William Leide, USNR, Atlanta, Ga.: Commander of an LCT task unit, Normandy invasion.

★ Lt. Comdr. George A. Stanberry, (MC) USNR, Vandalia, Ill.: Battalion medical officer, 2nd Amphibious Tractor Battalion, 2nd Marine Division, Tarawa, 21 to 23 Nov. 1943.

★ Lt. Comdr. Everett E. Weire, USN, San Diego, Calif.: CO of the USS *LST 460*, Vella Lavella, 12-19 Aug. 1943.

★ Lt. Letson S. Balliett, USNR, Reno, Nev.: Pilot of a torpedo bomber, Atlantic area.

Decorated by Army For Rescue At Sea

The commanding officer of a Coast Guard-manned Army tug and a member of his crew have been decorated by the Commanding General, U. S. Army Services of Supply, for the rescue of 277 survivors of a torpedoed freighter. Lt. Stanley Wilk, USCG, Alameda, Calif., has been awarded the Silver Star Medal and Wilbert D. B. Williams, S2c, USCGR, Lakeland, Fla., the Bronze Star Medal.

On the night of 5 Dec. 1944 Lt. Wilk ordered his ship out of a Pacific convoy to aid the freighter. As member of a life boat detail ordered over the side, Williams was instrumental in returning the survivors safely to the tug. The stricken ship was taken in tow by the tug but attacked again by enemy aircraft. After two unsuccessful attacks a direct hit was scored which sank the towed ship.

★ Lt. Ralph A. Foster, (MC) USNR, Yakima, Wash.: With a Marine raider battalion, Bougainville, 1 Nov. 1943.

★ Lt. Wilma S. Fowler, USNR, Eastland, Tex.: Pilot of a torpedo bomber, Atlantic area.

★ Lt. James R. Gregory, USNR, Indianapolis, Ind.: Commander of an LCT (5) group, New Britain, 26 and 31 Dec. 1943.

★ Lt. William F. Liebenow Jr., USNR, Fredericksburg, Va.: CO, PT boat, Solomons, 23 July, 15-16 Aug. 1943.

★ Lt. James H. Moore, USNR, Pope, Miss.: Beachmaster attached to the USS *President Adams*, Bougainville, 1 Nov. 1943.

★ Lt. Robert S. Nelson, USNR, Great Falls, Mont.: Participated in flights in the Marianas, 20-21 June 1944.

★ Lt. Dale R. Parker, USNR, Mineral, Calif. (posthumously): Pilot of an observation plane, Marianas, 15 June to 20 July 1944.

★ Lt. Phil Perabo Jr., USNR, Tupelo, Miss.: Pilot of a fighter plane, Atlantic area.

★ Lt. Michael R. Pessolano, USN, Philadelphia, Pa.: CO, PT boat, Solomons, 13-14 Nov. 1943.

★ Lt. Arnold G. Plemons, USN, Yakima, Wash.: Torpedo data computer operator of a submarine.

★ Lt. William C. Roy Jr., USN, Fort Wayne, Ind. (missing in action): Plotting officer of a submarine.

★ Lt. Robert E. Schneider, USNR, Philadelphia, Pa.: CO of a PT boat, Solomons, 5 July 1943.

★ Lt. Virgil D. Shepard, (MC) USNR, Rochester, Minn.: Surgeon, C Company, 3rd Medical Battalion, 3rd Marine Division, Solomons, 1 to 26 Nov. 1943.

★ Lt. Carthel H. Smith Jr., USN, Prestonsburg, Ky. (missing in action): Diving officer of a submarine.

★ Lt. Sidney J. Smith Jr., USNR, Halsey, Ore.: Boat division and group commander, Tulagi, Guadalcanal, Rendova Island, Northern Empress Augusta Bay areas, 7 Aug. 1942 to 19 Nov. 1943.

★ Lt. Jesse H. Stewart, USNR, Arkansas City, Kans. (missing in action): Officer of the deck of a submarine.

★ Lt. Leopold R. Tilburne, USNR, New York, N. Y.: Assistant approach officer and navigator of a submarine.

★ Lt. Eric W. White, USN, Great Lakes, Ill.: CO of the *LST 396*, Vella Lavella, 19 Aug. 1943.

★ Lt. (jg) John R. Bertrand, USNR, White Deer, Tex.: Submarine activities, Pacific area.

★ Lt. (jg) Thomas W. E. Bowdler, USNR, Passaic, N. J.: Diving officer of a submarine.

★ Lt. (jg) Howard E. Clark, USN, New London, Conn.: Torpedo data computer operator of a submarine, Pacific area.

★ Lt. (jg) Howard Freyensee, USNR, Sandusky, Ohio: Commander, support wave of landing craft, Italian invasion.

★ Lt. (jg) Alan J. Grobecker, USNR, Pasadena, Calif.: Scout officer attached to the USS *James O'Hara*, Italian invasion.

★ Lt. (jg) Laurie W. Higgins, (MC) USNR, San Diego, Calif.: 1st Marine Division, Cape Gloucester, 8 Jan. 1944.

★ Lt. (jg) Morris B. Hogg, USNR, Coronado, Calif.: Boat group commander attached to the USS *James O'Hara*, Italian invasion.

★ Lt. (jg) Henry B. King, USNR, New York, N. Y.: Gunnery officer of a tank landing ship, Solomons, 15 and 21 Aug. 1943.

★ Lt. (jg) Henry W. Noel, USNR, Greeneville, Tenn.: Scout boat officer, Sicily, Italy and Anzio landings.

★ Lt. (jg) Daniel J. Raftis Jr., USNR, Oelwein, Iowa (posthumously): Support boat officer attached to the USS *Oberon*, Italian invasion.

★ Lt. (jg) Albert P. Thomas, USNR, Newton, Miss.: With the 3rd Battalion, 8th Marines, 2nd Marine Division; Tarawa, 20 Nov. 1943.

★ Ens. Thomas D. Nixon, USNR, Texarkana, Ark. (posthumously): Member of an underwater demolition team, Guam invasion.

★ Ens. (then Cox.) C. B. Lilly, USCGR, San Antonio, Tex.: Attached to the USS *Joseph T. Dickman* during the assault on Salerno.

★ Boatswain Kurt R. Groote, USN, Walpole, Mass.: USS *Aroostook*, Italy, 2 Dec. 1943.

★ Lester W. Bayles, CEM, USN, Los Angeles, Calif.: In charge of the electrical department in a submarine.

★ Guy H. Boos, CTMM, USN, Gol-

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SILVER STAR MEDAL cont.

cunda, Ill.: Chief of the boat of a submarine.

★ John C. Gray Jr, CRT, USNR, Brentwood, Md.: Radio technician of a submarine.

★ Paul E. Hazucha, CMoMM, USN, Rockland Lake, N. Y.: Chief of the boat of a submarine.

★ Dale D. Huffman, CCM, USN, Jefferson, Iowa: Aboard a seaplane tender, South Pacific, 16-17 July 1943.

★ Don T. King, CBM, USN, Humboldt, Tenn.: Aboard the USS *Arcturus;* Italian invasion.

★ David M. McLane, CEM, USN, Los Angeles, Calif.: In charge of the electrical department in a submarine.

★ William B. Sedor, CBM, USN, Binghampton, N. Y.: Aboard a seaplane tender, South Pacific area, 16-17 July 1943.

★ William L. Stanford, CSF, USN, New York, N. Y.: Attached to the USS *Savannah,* Italian invasion.

★ Leonard E. Taylor, CTMM, USN, Wapato, Wash.: In charge of the forward torpedo room of a submarine.

★ David E. Thomas, CBM, USN, Fort Smith, Ark.: Petty officer in charge of a repair party aboard a tank landing ship, New Guinea, 4 Sept. 1943.

★ Robert A. Black Jr., QM1c, USNR, Ridgewood, N. J. (missing in action): Member of a special reconnaissance detachment, South Pacific area, 11 July to 18 Aug. 1944.

★ John W. Capewell, MM1c, USNR, Los Angeles, Calif.: Attached to the USS *Savannah,* Italian invasion.

★ Clifford L. Chapman, BM1c, USNR, East Pepperell, Mass.: Attached to *LST 383,* assault on the west coast of Italy.

★ Raymond H. Griffin, SF1c, USNR, Buffalo, N. Y.: Aboard the USS *Savannah,* Salerno.

★ Aaron P. Hathaway, BM1c, USN, Sappho, Wash.: Coxswain of a landing craft, Treasury Islands, 27 Oct. 1943.

★ Carl E. Hull, CM1c, USNR, San Pedro, Calif.: With a naval construction battalion, Bougainville, 7 Dec. 1943.

★ Carl E. Klinger, SF1c, USN, St. Paul, Minn.: Attached to the USS *Savannah,* Salerno.

★ Abraham La Croix, PhM1c, USNR, Lodi, N. J., (posthumously): In charge of a medical station, Normandy invasion.

★ Paul H. Lewis, SF1c, USN, Oakdale, Calif.: Attached to the USS *Savannah,* Salerno.

★ David F. Light, BM1c, USN, Brazos, Tex.: Attached to the USS *Samuel Chase,* coxswain of a landing craft, Sicily.

★ Charles S. Maloney, MoMM1c, USNR, Marina, Calif.: Member of a salvage boat crew aboard the USS *Arcturus,* Salerno.

★ Kermit K. Osborne, BM1c, USN, Metuchen, N. J.: Aboard the USS *Samuel Chase,* Italian invasion.

★ Frank J. Pierowicz, EM1c, USNR, Buffalo, N. Y.: Aboard the USS *LCI-(L) 70,* South Pacific area, 5 Nov. 1943.

★ Patrick M. Rogers, RM1c, USN, New York, N. Y.: Aboard a motor torpedo boat, Solomon islands area, 13-14 Nov. 1943.

Coast Guard Officer Wins French Decoration

The French Croix de Guerre with silver star has been awarded to Comdr. Lance J. Kirstine, USCG, Seattle, Wash., by Rear Admiral Andre G. Lemonnier, General Chief of Staff of the Navy and Commander Naval and Naval Air Forces of the French Admiralty. During the Normandy invasion Comdr. Kirstine led LSTs to the designated beaches and carried out landings in spite of violent enemy gunfire.

★ Lowell E. Smith, MoMM1c, USNR, Arrington, Kans.: Aboard the USS *LCI (L) 70,* South Pacific area, 5 Nov. 1943.

★ Alton M. Smouse, PhM1c, USNR, Los Angeles, Calif.: Served with Company E, 2nd Battalion, 1st Marine Division, Fleet Marine Force, Cape Gloucester, 26 Dec. 1943 to 28 Jan. 1944.

★ Robert B. Stubbs, PhM1c, USNR, Massena, N. Y.: Served with a Marine force on Bougainville, 7 Nov. 1943.

★ Aurelio Tassone, MM1c, USNR, Milford, Mass.: Served with a naval construction battalion, Treasury islands, 27 Oct. 1943.

★ Arthur A. Arnold, BM2c, USCGR, Alexandria, Va.: Coxswain of a landing boat, Sicily.

★ Earl H. Byam, BM2c, USNR, West Vinton, Iowa: Aboard the USS *Savannah,* Salerno.

★ Edwin W. Cole Jr., Sk2c, USN, Stamford, Conn.: Member of the boat crew of the USS *LST 375,* west coast of Italy, 9 Sept. 1943.

★ Ernest W. Johnson Jr., MoMM2c, USNR, Fort Worth, Tex.: Engineer of an LCM from an attack cargo ship, Baanga Island, New Georgia, 12 Aug. 1943.

★ John E. Kohn, SF2c, USN, Minneapolis, Minn.: Aboard the USS *Savannah,* Salerno.

★ Leo F. Lomski, BM2c, USNR, Aberdeen, Wash.: Coxswain of a landing craft, Vella Lavella, 3 Oct. 1943.

★ Richard J. O'Neill, MoMM2c, USNR, Brooklyn, N.Y.: Aboard a motor torpedo boat, Solomon Islands, 5 July 1943.

★ Francis W. Poss, PhM2c, USNR, Durango, Colo.: Attached to the Headquarters Co., 3rd Battalion, 21st Marines, 3rd Marine Division, Bougainville, 12 Dec. 1943.

★ Frank M. Reid Jr., PhM2c, USNR, Haigler, Neb.: With a Marine force, Bougainville, 7 Nov. 1943.

★ Joseph J. Siracusa, SM2c, USNR, Newark, N. J.: Boat crew, USS *LST 376,* Italian invasion.

★ Ray O. Summers, CM2c, USNR, Warsaw, Ind.: Aboard the USS *Savannah,* Salerno.

★ Ernest P. Verdon, PhM2c, USN, Chicago, Ill. (posthumously): Normandy invasion.

★ Herman F. Blue, Sk3c, USNR, Dunn, S. C.: Aboard the USS *Savannah,* Salerno.

★ Jack K. Huggins, Cox., USNR, Muskogee, Okla.: Member of the crew of an LCM from an attack cargo ship, Baanga Island, New Georgia, 12 Aug. 1943.

★ Lacy Lowry, SF3c, USN, Texarkana, Tex.: Member of the crew of an LCM from an attack cargo ship, Baanga Island, New Georgia, 12 Aug. 1943.

★ Carlton C. Small, Cox., USNR, Miami, Fla.: Member of the crew of a flank support boat attached to the USS *Oberon,* west coast of Italy, September 1943.

★ John V. Swigon, SF3c, USNR, Gary, Ind.: Aboard the USS *Savannah,* Salerno.

★ Robert G. Ward, Cox., USCGR, Bridgeport, Conn.: Coxswain of a landing craft from the USS *Joseph T. Dickman,* Normandy invasion.

★ Edward J. Haas, S1c, USN, West New York, N. J. (posthumously): Gunner of a 20-mm. gun aboard the USS *Birmingham,* Solomon Islands, 8-9 Nov. 1943.

★ Kenneth K. McKenzie, S1c, USN, Fort Mill, S.C. (postumously): Member of the beach party, Saipan, 15 June 1944.

★ Roy C. Rogers, S1c, USNR, Oakley, Kans. (missing in action): Aboard the USS *Nelson,* Sicily, 1 Aug. 1943.

★ Leo C. Sayler, F1c, USNR, Aberdeen, S. D.: Gunner of a landing craft, Treasury Islands, 27 Oct. 1943.

★ Virgil W. Whittaker, F1c, USNR, Laramie, Wyo.: Member of a working party assigned to LST unloading operations, Bougainville, 23 Nov. 1943.

DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

★ Lt. Robert P. Williams, USNR, Snoqualmie, Wash.: Pilot of a torpedo bomber, Atlantic area.

Gold star in lieu of second award:

★ Lt. Junior C. Forney, USNR, Newton, Kans.: Pilot of a torpedo bomber, Atlantic Area.

★ Lt. Wilma S. Fowler, USNR, Eastland, Tex.: Pilot of a torpedo bomber, Atlantic Area.

★ Lt. Norman D. Hodson, USN, San Bernardino, Calif.: Pilot of a Navy fighter plane, Atlantic Area.

★ Lt. Bert De Wayne Morris Jr., USNR, N. Hollywood, Calif.: Pilot, carrier-based fighter, Central Philippines, 12 Sept. 1944.

★ Lt. Robert P. Williams, USNR, Snoqualmie, Wash.: Pilot of a torpedo bomber, Atlantic Area.

★ Lt. (jg) John M. Leonard Jr., USN, Chicago, Ill.: Second pilot of a bomber plane, Atlantic Area.

First award:

★ Comdr. Howard M. Avery, USN, Rancho Sante Fe, Calif.: Pilot of a torpedo bomber attached to a USS *Card* air group, Atlantic area.

★ Comdr. Howell J. Dyson, USN, Dry Prong, La.: CO photographic squadron, South Pacific, 27 April to 21 Nov. 1943.

★ Comdr. Harry E. Sears, USN, Beverly, Mass.: Plane Commander of a patrol bomber, Solomon Islands, 26 Aug. to 4 Nov. 1943.

★ Lt. Comdr. Harry B. Bass, USN, Beaumont, Tex. (posthumously): CO

Fighter Squadron 74, USS *Kabarr Bay*, invasion Southern France.

★ Lt. Comdr. George E. Garcia, USN (Ret), Visalia, Calif.: While executive officer and CO of a patrol squadron, South Pacific Area, 27 May to 15 Dec. 1943.

★ Lt. Comdr. Carl B. A. Holmstrom, USN, Arlington, Wash. (missing in action): Pilot of carrier-based scout bomber, Bonin Islands, 5 Aug. 1944.

★ Lt. Comdr. Harold A. Sommer, USN, Pensacola, Fla.: Commander of a Catalina patrol plane conducting a special mission, 2 May 1944.

★ Lt. Comdr. (then Lt.) Charles R. Stapler, USN, Wash., D. C.: Pilot of a torpedo bomber, Atlantic Area.

★ Lt. William H. Armstrong, USNR, Norwich, Conn.: Pilot of fighter plane, Solomons, September 1943 to January 1944.

★ Lt. Letson S. Balliett, USNR, Reno, Nev.: Pilot of a torpedo bomber, Atlantic Area.

★ Lt. Arthur J. Baranowski, USNR, Milwaukee, Wis.: Pilot in Fighting Squadron 40, Solomons, September 1943 to January 1944.

☆ Lt. Milton J. Bonar, USNR, Akron, Ohio (missing in action): Pilot of an SB2c-3, Bombing Squadron 13, Bonins, 4 July 1944.

★ Lt. James A. Brakefield, USNR, Evarts, Ky.: Pilot of torpedo bomber, Torpedo Squadron 27, Solomons, 11 March to 25 April, 26 June to 5 Aug. 1943.

☆ Lt. Milton R. Cheverton, USNR, San Marino, Calif.: Patrol plane commander, Bougainville, 24 Nov. 1943.

☆ Lt. William A. Felter, USNR, Port Huron, Mich.: Pilot of a torpedo bomber, Atlantic Area.

★ Lt. Ed M. Green, USNR, Union City, Ga.: Pilot, fighter plane, Solomons, February to March 1943, August 1943 to January 1944.

★ Lt. Stewart B. Holt, USNR, Norfolk, Va.: Pilot of a torpedo bomber, Atlantic Area.

☆ Lt. William E. Jones, USN, Pacific Beach, Calif.: Co-pilot, patrol plane, Atlantic Area.

★ Lt. Donald Michie, USNR, Montevideo, Minn.: Pilot, Fighter Squadron 40, Solomons, September 1943 to January 1944.

★ Lt. Frank D. Milner, USNR, Springfield, Mo.: Pilot of fighter plane, Solomons, August 1943 to January 1944.

★ Lt. Robert S. Nelson, USNR, Great Falls, Mont.: While participating in an aerial attack, Truk Atoll, 17 Feb. 1944.

★ Lt. Martin G. O'Neill, USNR, Jersey City, N. J.: Pilot, fighter plane, Atlantic Area.

★ Lt. Thomas M. Purcell Jr., USNR, Cochran, Ga.: Pilot, fighter plane, Solomons, October 1943 to January 1944.

★ Lt. Robert F. Stoner, USNR, Aurora, Ill. (posthumously): Pilot, Composite Squadron 11, Tinian, 24-30 July 1944.

★ Lt. (jg) Anton E. Anderson, USNR, Northfield, Minn. (missing): Commander, heavy bomber, Solomons, 7 Oct. to 22 Nov. 1943.

★ Lt. (jg) William N. Arbuckle, USN, Hobart, Okla. (missing in action): Pilot, carrier-based fighter-bomber, invasion Southern France.

★ Lt. (jg) Robert B. Carlson, USNR, Beaver Falls, Pa.: Pilot, Fighter Squadron 40, Solomons, September 1943 to January 1944.

★ Lt. (jg) Jack L. Fruin, USNR, Elmhurst, Ill.: Pilot, fighter plane, Solomons, September 1943 to January 1944.

★ Lt. (jg) William D. Gordon Jr., USNR, Philadelphia, Pa.: Pilot, torpedo bomber.

★ Lt. (jg) Joseph D. Horn, USNR, Long Beach, Calif.: Pilot, fighter plane, Atlantic Area.

★ Lt. (jg) David C. Hunicke, USNR, San Francisco, Calif. (posthumously): Pilot, carrier-based scout bomber, Bonins, 4 July 1944.

★ Lt. (jg) Thomas B. Logan, USNR, Dallas, Tex.: Pilot, fighter plane, Solomons, September 1943 to January 1944.

★ Ens. Joseph H. Dougherty, USNR, Mt. Carmel, Ill. (missing in action): Pilot, carrier-based fighter, Volcanoes, 4 July 1944.

★ Hale D. Fisher, AMM1c, USNR, Ferndale, Mich. (posthumously): Crew member, Liberator bomber, Caroline Islands.

★ Jerry T. Williams, ARM1c, USN, Miami, Fla. (missing): Radio and radar operator in plane of Commander torpedo squadron, Central and Southwest Pacific, January to June 1944.

NAVY AND MARINE CORPS MEDAL

First award:

★ Lt. Comdr. Warren C. Boles, USNR, Marblehead, Mass.: USS *Helena;* Solomon Islands, 5-6 July 1943.

★ Lt. Comdr. Walter L. Chewing, USNR, Cynwid, Pa.: Aircraft carrier, 10 Nov. 1943.

☆ Lt. Comdr. Walter A. Hall Jr., USN, Long Beach, Calif.: USS *Quincy*, Solomon Islands, August 1942.

★ Lt. Thomas E. Bailly Jr., (MC) USNR, San Francisco, Calif.: Tutuila, Samoa, 22 July 1943.

★ Lt. James P. Drake, USNR, Oklahoma City, Okla.: USS *Turner*, Atlantic area, 3 Jan. 1944.

★ Lt. Burdette W. Launtz, USNR, Portland, Ore.: West Loch, Pearl Harbor, 21 May 1944

★ Lt. Francis J. Leonard, USN, Honolulu, T. H.: LST, Vella Lavella, Solomon Islands, 1 Oct. 1943.

★ Lt. Richard F. Olsen, USNR, Scarsdale, N. Y.: USS *YMS 304*, 30 July 1944.

★ Lt. Lester E. Sliffe, USN, Seattle, Wash.: LST, Vella Lavella, 1 Oct. 1943.

★ Lt. Philip G. Unhoch, USNR, Brooklyn, N. Y. (missing in action): While patrol plane commander, PBM-3D aircraft, typhoon in Kessol Passage, Palau, 7 Nov. 1944.

★ Lt. James L. Wetzel, USNR, Pittsburgh, Pa.: Amphibious Training Base, Fort Pierce, Fla., 10 Feb. 1944.

★ Lt. (jg) Gordon S. Brown, USNR, Tacoma, Wash.: USS *LCI(L) 209*, 26 Jan. 1944.

★ Lt. (jg) Hariston R. Carroll, USNR, Rolling Fork, Miss.: Bomb disposal officer, Kiska, Attu.

★ Lt. (jg) Peter J. Gregonis, USN, San Diego, Calif.: USS *Courage*, 18 Jan. 1944.

★ Ens. Arlie C. Bingham, USN, Point Loma, Calif.: Transport, Bougainville, 12 Jan. 1944.

★ Ens. Charles F. Thrasher, USNR, Douglas, Ariz.: Crew member, patrol plane, Guadalcanal, 25 Dec. 1943.

★ Carpenter Guy L. Fruzia, USN, Portland, Me.: USS *LCI(L) 606*, Manus Island, Admiralties, 15 Oct. 1944.

★ Emra F. Castle Jr., CMoMM, USN, Fort Smith, Ark.: Seaplane tender, South Pacific area, 16-17 July 1943.

★ Frank T. Chenelle, CBM, USNR, San Diego, Calif.: CPO in charge, yard oiler, New Hebrides, 11 Oct. 1943.

★ Henry M. Kirschman, CMoMM, USNR, Steelton, Pa.: USS *Charles Carroll*, Normandy invasion.

★ Alagran H. Nordgram, ACEM, USN, Salt Lake City, Utah: Aboard seaplane tender, South Pacific area, 16-17 July 1943.

★ James D. Murray, CBM, USNR, San Pedro, Calif. (posthumously): SS *Mary Bickerdyke*, Pacific area.

★ Jerome T. Read, CBM, USN, Seattle, Wash.: Destroyer escort.

★ Ernest Wells, CBM, USN, Ano, Ky.: Coxswain, motor whaleboat, Atlantic, 3 Jan. 1944.

★ Walter W. Brom, SM1c, USN, Calmar, Iowa (posthumously): USS *Truxton*, Newfoundland, 18 Feb. 1942.

★ Harold W. Foley, GM1c, USNR, Dobbs Ferry, N. Y.: Solomon Islands, 14 Dec. 1943.

★ James J. Garmy, RT1c, USNR, Canton, Ohio: USS *Savannah*, Italian invasion.

★ Roy H. Knudsen, MoMM1c, USNR, Atlantic, Iowa: Seaplane tender, South Pacific area, 16-17 July 1943.

★ James G. Layton, PhM1c, USN, Roxton, Tex.: USS *Helena*, Solomons group, 5-6 July 1943.

★ James Liles, SM1c, USN, Palacios, Tex.: USS *Biscayne*, Italian invasion.

★ Lloyd G. Miller, MM1c, USN, Moffett, Okla.: USS *Helena*, Solomon Islands area, 5-6 July 1943.

★ James Murphy, SF1c, USNR, Cincinnati, Ohio: Naval salvage force, Sicily, July 1943.

★ John A. Sipay, BM1c, USN, Shelton, Conn.: USS *Chevalier*, Solomon Islands, 6 Oct. 1943.

★ Dewey Stanish, MoMM1c, USNR, Youngstown, Ohio: USS *LCT 377*, Italian invasion.

★ Elmer W. Studley, CM1c, USNR,

(*See Page* 67)

NAVY & MARINE CORPS MEDAL cont.

Waquoit, Mass.: Naval salvage force, Sicily.

★ John W. Webb, MoMM1c, USNR, Lexington, Ky.: Naval salvage force, Sicily, July 1943.

★ Pearson B. Adams Jr., MoMM2c, USNR, Sutton, W. Va.: USS *LCT 125*, Italian invasion.

★ James M. Amos Jr., MoMM2c, USNR, Orla, Mo.: USS *Biscayne*, Italian invasion.

★ George J. Banchero, MoMM2c, USNR, San Jose, Calif.: USS *Flier*, when that vessel was grounded.

★ Harry R. Bennett, MoMM2c, USNR, Lowell, Mass.: *PT 168*, Solomon Islands, 9 Sept. 1943.

★ Carl E. Cochran, BM2c, USNR, Walla Walla, Wash.: USS *LCT 125*, Italian invasion.

★ Henry N. Eikmeier, GM2c, USN, St. Cloud, Minn.: USS *LCT 375*, Italian invasion.

★ Byron R. Ford, SM2c, USNR, Ocean Grove, Mass.: Member U. S. Armed Guard, SS *Walter Reed*, 21 Sept. 1944.

★ Alton S. Hoxie, SC2c, USN, Wakefield, R. I.: USS *LCT 125*, Italian invasion.

★ Robert W. Kramer Jr., BM2c, USNR, Wilmington, Del.: USS *LCT 125*, Italian invasion.

★ James D. McPhee, SC2c, USN, Duluth, Minn.: Warship; Atlantic area, 21 Dec. 1943.

★ Richard A. Olson, TM2c, USNR, South Gate, Calif.: Solomon Islands, 14 Dec. 1943.

★ Jeremiah McCarthy, BM2c, USN, Brooklyn, N. Y.: Warship, Pacific area, 24 Oct. 1944.

★ James A. Palmer, SF2c, USNR, Norfolk, Va.: Salvage force, Sicily, July 1943.

★ William R. Smith, MoMM2c, USN, Port Arthur, Tex.: USS *Biscayne*, Italian invasion.

★ William F. Stephens, CM2c, USN, Emeryville, Calif.: USS *Biscayne*, Italian invasion.

★ John J. Walker, ARM2c, USNR, Winfield, Ala.: Navy patrol plane; Koli Point, Guadalcanal, 25 Dec. 1943.

★ James S. Brewer, PhM3c, USNR, Poca, W. Va.: Member of beach battalion, Normandy invasion.

★ Charles J. Christel, Cox., USN, Chicago, Ill.: Invasion of Italy.

★ Charles J. Clark, RT3c, USNR, Covington, Ohio: USS *Savannah*, Salerno.

★ Joseph Costa, RM3c, USNR, Fall River, Mass.: USS *Savannah*, Salerno.

★ Lawrence F. Flanagan, ARM3c, USNR, St. Louis, Mo. (missing): Rescue pilot, Bonins, 15 June 1944.

★ Arthur G. Hay, QM3c, USNR, Boston, Mass.: USS *LCT 33*, invasion of southern France.

★ Walter J. Karalunas, Ex-CM3c, USNR, Shenandoah, Pa.: Naval construction battalion, Solomon Islands area, 1 Nov. 1943.

★ George W. Lute, Cox., USN, Halethorpe, Md.: Landing boat; Empress Augusta Bay, Bougainville, 12 Jan. 1944.

★ John Marra, SM3c, USNR, Providence, R. I.: USS *LST 377*, Salerno, 14-15 Sept. 1943.

★ George A. Moulton, Bkr3c, USNR, Los Angeles, Calif.: South Pacific.

★ Harley A. Overdier, Ex-MoMM3c, USNR, Rock Island, Ill.: USS *LCT(6) 777*, invasion of Normandy.

★ Haywood L. Wood, PhM3c, USN, Wayne City, Ill.: Solomons area, 5 Sept. 1943.

★ Ervin W. Bender, S1c, USN, Ashley, N. D.: USS *LCT 125*, Salerno.

★ George E. Betz, S1c, USCGR, Sea Bright, N. J.: Coxswain, *LCVP 4*, Normandy invasion.

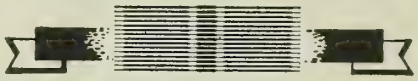
★ Donald C. Fuchs, S1c, USNR, Massilon, Ohio: Naval construction battalion; Solomon Islands area, 1 Nov. 1943.

★ Raymond R. Kolczynski, S1c, USNR, South Bend, Ind. (posthumously): SS *Jean Nicolet*, Indian Ocean.

★ James H. Lowes, S1c, USNR, Niagara Falls, N. Y.: USS *Savannah*, Salerno.

★ Wendell M. Vaughn, S1c, USNR, Trail, Ore.: Member of a naval combat demolition unit, Normandy invasion.

★ Bill M. McGinnis, AS, USNR, Charlotte, N. C. (posthumously): USS *Pollux*, Newfoundland.



BRONZE STAR MEDAL

Gold star in lieu of second award:

★ Capt. Harold R. Holcomb, USN, Berkeley, Calif.: Commander, destroyer squadron, 6 April 1943 to 3 Sept. 1943.

★ Comdr. Lawrence B. Cook, USN, Nashua, N. H.: CO, close-in fire support ship, Pacific area, 15 June to 2 Aug. 1944.

First award:

★ Commodore Raymond T. McElligott, USCG, Staten Island, N. Y.: CO, transport, Pacific area, January to June 1944.

★ Capt. Everett W. Abdill, USN, Palmyra, N. J. (posthumously): CO, transport, Saipan invasion, 15-23 June 1944.

★ Col. Evans O. Ames, USMC, Coronado, Calif.: CO of the 21st Marines, 3rd Marine Division, Reinforced, Bougainville, Solomon Islands.

★ Capt. Charles J. Cater, USN, Anniston, Ala.: Commander, destroyer squadron, Central Mediterranean, 6-7 Nov. 1943.

★ Col. Edward A. Craig, USMC, San Antonio, Tex.: CO 9th Marines, 3rd Marine Division, Reinforced; Bougainville, Solomon Islands.

★ Capt. Vincent Hernandez, (MC) USN, Washington, D. C.: Force medical officer, staff of Commander Air Force, Atlantic Fleet; June 1943 to January 1945.

★ Capt. (then Comdr.) Harold C. Moore, USCG, Greenport, N. Y.: CO, USS *Duane*, invasion of southern France.

★ Capt. William A. Read, USNR, Rye, N. Y.: Awards officer, staff of Commander, Carrier Task Force, Marianas, Caroline, Bonin, Halmahera, Philippine and Formosa Islands, June through October 1944.

★ Capt. Robert H. Smith, USN, Rocky Mount, N. C. (posthumously): CO, submarine tender, 1 May 1942 to 13 Jan. 1943.

★ Comdr. Lawrence B. Cook, USN, Nashua, N. H.: CO, U. S. ship, Pacific area.

★ Comdr. Ian C. Eddy, USN, New London, Conn.: CO of a vessel during a war patrol in enemy-controlled waters.

★ Comdr. Julian S. Hatcher Jr., USN, Annapolis, Md.: Force radio material officer, staff of Commander Service Force, Atlantic Fleet, August 1942 to January 1945.

★ Comdr. Oscar L. Odale, USNR, Long Beach, Calif.: Commander support aircraft, amphibious group, Palau Islands, July to October 1944.

★ Comdr. Walter S. Sargent, USNR, Quincy, Mass.: Executive officer, USS *Arkansas*, Normandy invasion.

★ Comdr. Edward J. Sweeney, USNR, Cohasset, Mass.: CO, attack transport, amphibious assault, Pacific area, 15-24 June 1944.

★ Comdr. William C. Thompson Jr., USN, Dublin, Ga.: CO of vessel in enemy-controlled waters.

★ Comdr. Donald F. Weiss, USN, Muthuen, Mass.: CO, submarine during war patrol.

★ Comdr. Henry G. Williams, USN, Norfolk, Va.: CO USS *Salem*, invasion of Sicily.

★ Lt. Comdr. Martin D. Berg, USCG, Medford, Mass.: Assistant communications officer, invasion of southern France.

★ Lt. Comdr. Sigmund A. Bobczynski, USN, Lansing, Mich.: Assistant approach officer on a submarine.

★ Lt. Comdr. Davis Cone, USN, Norristown, Pa.: Assistant approach officer on a submarine.

★ Lt. Comdr. Louis E. Hart Jr., USNR, Pasadena, Calif.: Commander, gunfire support, Normandy invasion.

★ Lt. Comdr. Thomas H. Kelly, USCGR, Nantucket, Mass.: CO, USS *LST 170*, *LST 202*, Cape Gloucester, 26 Dec. 1943; Admiralty Islands, 10 March 1944; Humboldt Bay, 23 April 1944; Biak Island, 28 May 1944; Cape Sansapor, 31 July 1944; Morotai Island, 18 Sept. 1944.

★ Lt. Comdr. Everett R. Smith, USNR, Los Angeles, Calif.: Assistant operations officer, staff of Commander Service Force, Pacific Fleet, March 1943 to January 1945.

★ Lt. Comdr. Alexander H. Steward Jr., USCGR, Mamaroneck, N. Y.: CO, US Coast Guard flotilla, Normandy invasion.

★ Lt. Robert C. Coe, USNR, Seattle, Wash.: Executive officer, Atlantic fleet destroyer escort.

★ Lt. Stanley J. Cowin Jr., USN, Madawaske, Me.: Diving officer, submarine.

★ Lt. John H. Craven, (ChC) USNR, Long Beach, Calif.: Chaplain, Marine artillery regiment, Saipan.

★ Lt. Harry H. Cropper, USNR, Ocean City, Md.: Air combat intelligence officer, carrier-based fighter squadron, 24-26 Oct. 1944.

★ Lt. Stephan F. Derkach, (MC) USNR, Glen Rogers, W. Va.: Medical officer, Normandy invasion.

★ Lt. Bennet H. Eskensen, USNR, Westfield, N. J.: Invasion of southern France.

★ Lt. Joseph M. Foley, (MC) USNR, Dorchester, Mass.: Medical officer, Normandy invasion.

★ Lt. Frederick C. Gevalt Jr., (MC)

USNR, West Roxbury, Mass.: Medical officer, Normandy invasion.

★ Lt. Clyde S. Horner, USN, Townsend, Mont.: CO, USS *Apache*, 18 July 1944.

★ Lt. Charles S. Jacobs, USNR, Baltimore, Md.: Naval combat demolition officer, invasion of southern France.

★ Lt. Earl B. Johnson, USN, Greensboro, Ala.: Aboard a submarine.

★ Lt. John M. Joseph, USCG, North Turro, Mass.: Naval liaison loading officer, invasion of southern France.

★ Lt. Joseph E. Kearnev, USNR, Little Rock, Ark.: Diving officer of a submarine.

★ Lt. Edward L. Leahy Jr., USNR, Bristol, R. I. (missing in action): Assistant approach officer, submarine, 6th war patrol.

★ Lt. Emmett T. Michaels, (ChC) USNR, Portage, Pa.: Chaplain, infantry battalion, Saipan.

★ Lt. Melvin C. Phillips, USN, Moretown, Vt. (missing in action): Torpedo data computer operator in a submarine.

★ Lt. Ernest V. Reynolds, (MC) USNR, Barre, Vt.: Senior medical officer, Normandy invasion.

★ Lt. John H. Sembower, USNR, Douglaston, N. Y.: Staff, Commander, Motor Torpedo Boat Squadrons, 7th fleet, July 1943 to February 1944.

★ Lt. Robert M. Smith, (MC) USNR, Louisville, Ky.: Medical officer, Normandy invasion.

★ Lt. Lawrence B. Sperry, USNR, Grosse Pointe, Mich.: Diving officer, submarine.

★ Lt. Charles W. Styer Jr., USN, New London, Conn.: Assistant approach officer, submarine.

★ Lt. Jesse J. Wimp, (MC) USNR, Kirksville, Mo.: Medical officer, Marine battalion, Empress Augusta Bay Area, Bougainville, Solomon Islands, 7 Nov. 1943 to 20 Jan. 1944.

★ Lt. (jg) William D. Bowden, USNR, Ishpeming, Mich.: Gunnery officer and communications officer, Rendova, New Georgia, Vella Lavella, Bougainville, Green and Guam Islands.

★ Lt. (jg) Elliott F. Elam, USNR, Prospect, Va.: Bomb disposal officer, advanced airfield; New Georgia, Solomons, 9 Aug. 1943 to 18 Jan. 1944.

★ Lt. (jg) Clarence P. Hoover, USN, Columbia City, Ind.: Officer in charge, forward torpedo room, submarine.

★ Lt. (jg) Robert O. Littlejohn, USNR, Denver, Colo. (missing in action): Officer in charge of equipment, submarine.

★ Lt. (jg) Franklin H. McKelvey, USNR, Champaign, Ill. (missing in action): Plotting officer, submarine.

★ Lt. (jg) Adfur E. Maines, USNR, Kenmore, N. Y. (posthumously): CO, USS *YMS 30*, advanced landings, Anzio-Nettuno Area.

★ Lt. (jg) Harry E. Morgan Jr., USNR, Longvio, Wash.: Bomb disposal officer, Franco-Italian Riviera, October 1944.

★ Lt. (jg) Edward R. Tharp, USCG, Shamokin, Pa.: Assistant boat group commander aboard the USS *Samuel Chase*, Normandy invasion.

★ Ens. Henry C. Miller, USN, Hollywood, Calif.: Crew member of a submarine in enemy infested waters.

★ Ens. Curtis C. Norbeck, USNR, Sugar Grove, Pa.: Gunfire liaison officer, Normandy invasion.

★ Ens. John H. Parks, USN, Bristol, N. H.: Officer of the deck of a submarine.

★ Chief Machinist William R. Ziel, USN, New Britain, Conn.: Crew member of a submarine.

★ Torpedoman Emil A. Gaetana, USN, Seattle, Wash.: Chief of the boat of a submarine.

★ Machinist Augustus E. Terry, USNR, Endwell, N. Y.: In charge of the after engine room of a submarine.

★ Boatswain Charles E. Wilber, USN, Portsmouth, Va.: Attached to Salvage Landing Craft, Mechanized Group 1, Normandy invasion.

★ William J. Brooks, CMoMM, USN, Nashua, N. H. (missing in action): Hydraulic manifold operator on the USS *Flier*.

★ William J. Cheek, CMoMM, USN, Birmingham, Ala.: Member of the crew of a submarine.

★ Reginald E. Doyle, CEM, USNR, Glendale Calif.: In charge of the electrical department of a submarine, Pacific area.

★ Kenneth H. Gainer, CMoMM, USN, Parkersburg, W. Va.: Crew member of a submarine.

★ David E. Gebhart, CMoMM, USN, St. Joseph, Mo.: Crew member aboard a submarine.

★ Emmett Grounds, CSF, USN, Powellton, W. Va.: Leading CPO in C&R repair force, 15 Nov. and 30 July 1944.

★ Glenn K. Hickman, CMoMM, USN, Drumright, Okla.: In charge of the main propulsion plant on a submarine.

★ Vard W. Hutcherson, CMoMM, USN, Jackson Heights, N. Y.: Attached to a submarine, Pacific area.

★ Walter C. Kersting, CMoMM, USN, Colden, N. Y.: In charge of the main propulsion plant aboard a submarine.

★ Daniel Kolesar, CEM, USN, Port Clinton, Ohio: In charge of the electrical department aboard a submarine.

★ Harold M. Lanini, CMM, USN, St. Louis, Mo.: Crew member of a vessel on a war patrol.

★ John P. Lonas, CMoMM, USN, Mount Jackson, Va.: Leading auxiliary man of a submarine, Pacific area.

★ Robert Lyons, CPhM, USN, Newark, N. J.: Action against the Japanese in Bougainville, 1 Jan. 1944.

★ Elmo B. Mays, CTM, USN, Melrose, Mass.: Chief of the boat in a submarine.

★ Richard J. McCready, CRM, USN, Atwater, Ohio: Crew member aboard a submarine.

★ Clarence R. Nottingham, CCM, USNR, Portland, Ore.: With a Navy combat demolition team. Guam.

★ William A. Pyke, CMoMM, USN, Jacksonville, Fla.: As leading CMoMM aboard a submarine.

★ Michael Szysko, CCS, USN, Lawrence, Mass.: Crew member of a vessel on a war patrol.

★ Elmer E. Trosper, CTM, USN, Corbin, N. Y.: In charge of the forward torpedo room of a submarine.

★ Alfred L. Williams, CTM, USN, Haddenfield, N. J.: In the torpedo shop of a submarine base, March 1941 to 1 Sept. 1944.

★ Earl F. Beezer Jr., BM1c, USCG, Seattle, Wash.: In charge of a tank lighter from the USS *Joseph T. Dickman*, Normandy invasion.

★ Thomas H. Connor, MoMM1c, USCGR, Evanston, Ill.: Aboard the USS *LCI (L) 84*, Normandy invasion.

★ John H. Dewing, SM1c, USN, Elton, Mont. (posthumously): Member of a reconaissance detail, Normandy invasion.

★ Clyde A. Gerber, TM1c, USN, Adrian, Minn. (missing in action): Aboard the USS *Flier* in the torpedo room.

★ Paul T. Haring Jr., MoMM1c, USNR, Springfield, Mass.: Engineer aboard the *PT 120*, New Britain and New Guinea, November 1943 to August 1944.

★ Edwin G. Oehler, TM1c, USNR, Buffalo, N. Y.: In the torpedo overhaul shop of a submarine base from March 1943 to 1 Sept. 1944.

★ Wallace M. Praskievicz, FC1c, USN, Holden, Mass.: Assistant torpedo data computer operator aboard a submarine.

★ Louis B. Smith, PhM1c, USNR, Indianapolis, Ind.: Normandy invasion.

★ Lester F. Stevens, AOM1c, USNR, New Britain, Conn.: Member of a combat demolition unit, Normandy invasion.

★ Elroy F. Wilkie, MoMM1c, USN, San Diego, Calif.: In charge of the forward engine room of a submarine.

★ Henry K. Williams Jr., GM1c, USNR, Seattle, Wash.: Leading petty officer on board the *PT 368*, Pacific area, 15 Dec. 1943 to 30 April 1944.

★ Arthur A. Arnold, BM2c, USCGR, Alexandria, Va.: Coxswain of a landing boat, invasion of Sicily.

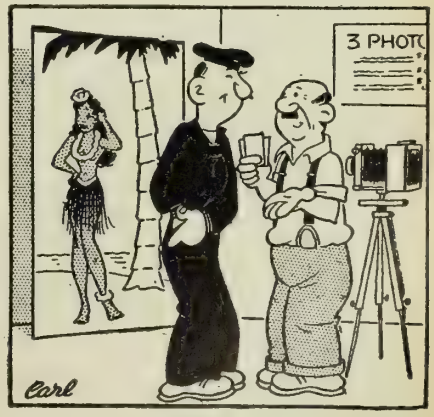
★ Walter O. Bartels, BM2c, USNR, Liberty Center, Ohio: Coxswain of an assault boat, invasion of southern France.

★ Herbert H. Betz, QM2c, USNR, Wichita, Kans. (posthumously): Quartermaster and gunner of *PT 132*, New Guinea and Bismarck Archipelago campaigns.

★ Dean C. Brooks, RM2c, USN, Angola, Ind.: Crew member of a vessel on a war patrol.

★ Ira J. Loeffler, BM2c, USN, Red Lake Falls, Minn.: Scout of a naval assault force, invasion of southern France.

★ Raymond F. Macholtz, MoMM2c, USNR, Cleveland, Ohio: Engineer of *PT 120*, New Britain and New Guinea, November 1943 to August 1944.



Bulletin (NTC, Great Lakes, Ill.)

NEW BOOKS IN SHIPS' LIBRARIES

A look at the world through Thurber's eyes . . . the career of Captain O'Bannion as he grooms Chinese revolutionaries in California—these and other books, both light and serious, are included in new titles recently bought for distribution to the service.

Not all of the new books will be supplied to each unit; rather it is the practice of BuPers to distribute titles to small units operating in the same area to encourage the exchange of books. Units may request titles of special interest from the Bureau.

Paper-bound Armed Services Editions are expected to provide most of the recreational reading for the fleet and other units beyond the continental United States; so most of the cloth-bound books supplied to such units will be largely non-fiction.

IN LIGHTER VEIN

ALIAS JANE SMITH by Clarence Budington Kelland. The Grand Duchess of Apaulia—plain Jane Smith to you—foils the evil plottings of one Sledge Mantor in a gay story by a *Saturday Evening Post* favorite.

AND THE WIND BLOWS FREE by Luke Short. Dramatic intensity marks this story of cattlemen on the Indian grasslands in the country that was to become Oklahoma.

CARNIVAL by James Thurber. The best of Thurber, and it could not be better. A few new pieces, together with the author's own choice from his earlier drawings and writings.

CARTRIDGE CARNIVAL by William Colt MacDonald. When Stormy Knight rides into Carnival he rides into a nest of trouble too. Hair-trigger action.

DANGER IN PARADISE by Octavus Roy Cohen. A series of murders takes place against a backdrop of the New York show business and nightclub world. There's a Nazi agent, an FBI agent and a pleasant, plausible love story.

DEATH KNELL by Baynard Kendrick. Duncan Maclain and his seeing-eye dog solve another case. All hinges on a baffling trick of ballistics.

JADE VENUS by George Harmon Coxe. Kent Murdock returns, this time from Italy, as an AMG Captain with the knowledge that a painting called The Jade Venus holds important secrets. The score is two murders solved.

THE ROAD TO LARAMIE by Peter Field. More goings on in Powder Valley, where Sam Sloan deals with murder.

FACT

BIBLE AND THE COMMON READER by Mary Ellen Chase. A truly great book about the greatest of all books. An explanation for the everyday reader.

DEMOCRACY UNDER PRESSURE by Stuart Chase. Fair and impartial analysis of the various pressure groups. Mr. Chase's objective is to awaken thinking Americans to a problem which could tear our economy to shreds.

DOUBLE TEN by Carl Glick. Captain O'Bannion's story of the Chinese Revolution as plotted and rehearsed in this country under his direction and Homer Lea's.

THE FAR SHORE by Lt. Comdr. Max Miller, USNR. Navy landings on Normandy beaches and along the Mediterranean coast are vividly described.

MISSOURI by Stanley Vestal. Stories and legends of Big Muddy and the folk who live along its shores.

MUSIC FOR THE MILLIONS by David Ewen. Whether you are a music maker, or just like to sit and listen, you'll pick up some interesting facts in this encyclopedia.

NEW WORLD OF MACHINES by Harland Manchester. Radar, freon, polaroid glass and many other scientific achievements play their part in the war today and in the world tomorrow.

PADDLE-WHEEL DAYS IN CALIFORNIA by Jerry MacMullen. Lively account of the steamers that traveled California rivers and bays in days after the gold rush.

A PREFACE TO LOGIC by Morris R. Cohen. A stimulating book in which a philosopher and distinguished writer sets forth his views on various intellectual and social problems.

ROBINSON CRUSOE, USN by Blake Clark. For excitement, adventure and suspense, this story of Radio Electrician George Tweed, USN, and how he held out against the Japs on Guam for 2½ years puts fiction to shame.

SEA LANGUAGE COMES ASHORE by Joanna Carver Colcord. Even a landlubber's speech owes much to sea talk. The author of this informative, yet entertaining, book tells how it gets that salty flavor.

THROUGH JAPANESE EYES by Otto D. Tolischus. Well-chosen excerpts from articles, speeches and books by Japanese statesmen and writers which expose Japanese ideologies and policies.

VIGIL OF A NATION by Lin Yutang. Upon his return to China after several years absence, the author concluded that his country was paternalistic rather than fascist and that her basic needs were an operating Bill of Rights, a constitutional electoral process and a two-party system.

FICTION

BANSHEE HARVEST by Jim Phelan. Through his love for Connie Carberry the young Britisher, Arthur Curton, learns to understand the real issues at stake in Ireland and joins the peasant army in its struggle.

INOCENCIA by Alfredo d'Escragnolle Taunay. Love story of backwoods Brazil concerning the lovely Inocencia, unwillingly betrothed to a man she does not love.

PRIVATE ADVENTURES OF CAPTAIN SHAW by Edith Shay and Katharine Shaw. His love affair with Parisian Lucille made Philander Shaw, Cape Cod sea captain, all the more certain that the girl back home was the one he loved. Romance in the days of the French Revolution.

ROGER SUDDEN by Thomas H. Raddall. His search for wealth and power is forgotten when an Englishman learns to love red-haired Mary Johnstone. A romance of the Canadian wilderness.

SLEEP IN THE SUN by Alan Moody. In a narrow little canyon in California Jose Mercado lived abundantly. He worked a little, drank what wine he could get, and rejoiced much. This is his story, and that of his fat wife, Mama Chula.

SWING LOW by Edwin Peeples. All the charm and slow-spoken humor, all the violence and uncomprehending terror of the city Negro are in this love story.

TOMMORROW WILL SING by Elliott Arnold. Set against a background of southern Italy, this is the story of an American bomber group stationed there, their relations to the Italians, and of Eddie, an American of Italian parentage, who finds himself among relatives.

WRITTEN IN SAND by Josephine Young Case. When Lt. Gen. Mark Clark entered Tripoli, he was following in the footprints made by American troops over 100 years before. This is that earlier story—the long march of Gen. William Eaton with his band of eight marines, reinforced by riff raff from Napoleon's Army and an Arab sheik, all going to the rescue of 300 Americans held captive by Barbary pirates, and their tragic disappointment.

NEW BOOKS IN THE ARMED SERVICES EDITIONS

The 40 new titles published each month in the Armed Services Editions are distributed to all ships in commission and to shore-based activities outside the U. S. These books are special editions of the best reading from old classics to the newest best sellers, published only for the Army and Navy. Their size and shape make them especially easy reading. They are to be freely used and passed from man to man so that they may be enjoyed by as many as possible. Send any comments you may have or inquiries to BuPers.

Books currently being shipped are:

THE AMETHYST SPECTACLES by Frances Crane (Q-17). Further adventures of the Abbots—a murder in New Mexico.

BEAT TO QUARTERS by C. S. Forester (Q-18). A sea story of the British Navy in the early 19th century and of Capt. Horatio Hornblower who, when put to the test, accomplishes his mission brilliantly and fights two successful battles with the same Spanish warship.

THE CORPSE WITHOUT A CLUE by R. A. J. Walling (Q-15). An increasingly dangerous problem is solved by Tolefree who matches wits with a man who wouldn't be found. There are plenty of complications besides the corpse that can't be identified.

DEVIL ON HIS TRAIL by John and Ward Hawkins (Q-20). Action-packed, tense, moving story of the reclamation of Joe Chandler.

BOOKS in addition to those listed here, or material on other subjects, may be requested from BuPers by commanding officers to replace worn-out titles and keep collections adequate. Those described in this section each month are distributed to keep libraries up to date but are by no means all that are currently available.

THE EDUCATION OF HENRY ADAMS by Henry Adams (Q-40). A period in the history of our country, a way of living, a famous New England family and a man's own life—all woven into Henry Adams' recollections of himself.

THE EDUCATION OF T. C. MITS by Hugh Gray and Lillian R. Lieber (Q-4). Fifty million people can be wrong, but not mathematically if they earn by the T. C. Mits method.

EXCUSE IT, PLEASE! by Cornelia Otis Skinner (Q-1). The versatile Miss Skinner discusses with humor and gayety matters ranging from the salon of a dancing school to the salon of an employment agency.

THE FEATHER MERCHANTS by Max Shulman (Q-5). Satire on the civilians' sacrifices and what they expect of the men, told with Shulman's whacky humor.

GIVE 'EM THE AX by A. A. Fair (Q-10). Donald Lam, invalided out of the Navy, is still able to unravel a tangle of murder, faked accident claims, blackmail and enticing gals.

THE GREEN YEARS by A. J. Cronin (Q-27). This is Robert Shannon's story as he strives against odds to salvage his soul.

GUERRILLA by Lord Dunsany (Q-14). The essence of patriotism, liberty, courage, and self-sacrifice is in this moving tale of men who continued to fight against the enemy after their country had been overrun.

HAPPY JACK by Max Brand (Q-24). "Happy Jack" Aberdeen and Marshall Kinney battle for supremacy and for the hand of their chosen lady.

THE HERITAGE OF THE DESERT by Zane Grey (Q-19). A rootin' tootin' western.

HIGH TIME by Mary Lasswell (Q-7). Three elderly ladies lead a highly unconventional life in what was once a San Diego junk yard.

THE HOUSE OF COBWEBS by Mary Reisner (Q-22). Psychological murder mystery.

KEYSTONE KIDS by John R. Tunis (Q-8). Baseball and sportsmanship go hand in hand as two brothers help to bring unity to a divided team.

THE LIVELY LADY by Kenneth Roberts (Q-29). Tense sea story of 1812 featuring blockade running and the capture of British ships as prizes. Richard Mason, owner of the sloop *Lively Lady*, loses her in the adventure and lands in Dartmoor Prison. Eventually he wins his

freedom and sets out to find again his *Lively Lady*.

LUCK IN ALL WEATHERS by Donal Hamilton Haines (Q-23). Everyday hunting and fishing by a sportsman who knows how.

MAN IN THE SADDLE by Ernest Haycox (Q-16). Merritt and his friends win through against Isham and his gang. A lot of people get killed, but love conquers all.

MOM COUNTED SIX by Mac Gardner (Q-25). American family life pictured with humor and charm.

THE PASSIONATE WITCH by Thorne Smith (Q-13). Poor Mr. Wooley rescues an unclothed beauty from a hotel fire. To his horror, after he marries her, he cannot escape the conclusion that she is a witch. There's a happy ending after typical Thorne Smith complications.

THE POSTMAN ALWAYS RINGS TWICE by James M. Cain (Q-2). Love, hate and crime are the sides of this eternal triangle. A paragon of thrillers.

PRAIRIE GUNS by E. E. Halleran (Q-11). Terry Donovan shoots it out with his enemies as he rides herd into Kansas.

THE RAZOR'S EDGE by W. Somerset Maugham (Q-31). Memorable for sharply drawn characterization and worldly conversation, this is the story of Larry, a young flyer of World War I, who is searching for personal peace.

RECKON WITH THE RIVER by Clark McMeekin (Q-30). Ma'am Canibrin, who at the age of 80 rises from what is supposed to be her deathbed to lead her grand-nephew and his family to the promised land of Kentucky, is the central character of this novel.

THE SADDLE AND THE PLOW by Ross McLaury Taylor (Q-28). With Texas in the 80s as its background, this is the story of one man's struggle to wrench a home and a life for his family out of the soil.

SALT WATER DAFFY by Philip Wylie (Q-21). The entertaining adventures of two deep-sea fishermen who uncover the mystery of a passengerless ship on the Gulf Stream and break up a gang of racketeers.

THE SEA WITCH by Alexander Laing (Q-38). An American clipper ship during the years 1846-1856 and the men who manned her.

SELECTED SHORT STORIES OF SHERWOOD ANDERSON (Q-9). Tales by one of America's masters of the short story.

SELECTED PLAYS OF EUGENE O'NEILL (Q-35). America drama at its best.

THE SEVENTH CROSS by Anna Seghers (Q-33). Seven escape from a concentration camp in pre-war Nazi Germany.

THE SHADOW AND THE GLORY by John Jennings (Q-36). Exciting historical novel of the Revolutionary period about a 16-year-old boy from New Hampshire who runs away to join John Stark's ragged troops. A half-brother, whose intentions are questionable, adds complications.

THE STORY OF GEORGE GERSHWIN by David Ewen (Q-3). Gershwin's personality is interpreted with appreciation and knowledge against the background of Tin Pan Alley. It is also the story of jazz and Gershwin's struggle to help create and develop it.

STRANGE FRUIT by Lillian Smith (Q-32). Presented with beauty, dignity and great sadness in this story of the relation of colored and white in our American Southland.

THE STRANGE WOMAN by Ben Ames Williams (Q-39). Beautiful, ruthless and completely selfish Jennie Hager ruins the life of every man who loves her.

TAKE THEM UP TENDERLY by Margaret Case Harriman (Q-26). Candid, but far from candied, character studies of current celebrities. Among them are Helen Hayes, Cole Porter, Mary Pickford, Rogers and Hart and Max Gordon.

TIME OUT OF MIND by Rachel Field (Q-37). A romantic novel of the love of Kate Fernald for unhappy Nat Fortune, of a Maine shipbuilding family, whose career as a musician is thwarted and who finds brief happiness finally with Kate.

WATCH OUT FOR WILLIE CARTER by Theodore Naidish (Q-12). To be "Champ," yet keep the love of Helen, are Willie's two ambitions. A prize-ring story.

WILD IS THE RIVER by Louis Bromfield (Q-34). Romantic tale of Louisiana in Reconstruction days compounded with passion, voodoo, the bayou, orgy, murder, hate, love.

THE WORLD ENDS AT HOBOKEN by Mel Heimer (Q-6). Adventures in oat sowing by a Big Town newspaperman.

WHAT IS YOUR NAVAL I. Q?

1. If SK stands for "storekeeper" and MC for "medical corps," then what does SKMC mean?

2. A sailor was awarded a Navy Cross in June 1942. One of his shipmates received the Silver Star Medal in May 1941. Which man is entitled to additional pay of $2 per month?

3. To what class does this U. S. Navy aircraft carrier belong?

4. "My brother pilots an SB2C in the Navy," said a small boy to his playmate. "That's nothin'," replied the second, "my brother flies a Helldiver. It's a lot bigger and better than an old SB2C." Is it?

5. Match up the port column with the starboard and the correct result will be the complete names of five flag officers of our Navy:

Marc Andrew	Hewitt
Raymond Ames	Kinkaid
Thomas Cassin	McCain
Henry Kent	Mitscher
John Sidney	Spruance

6. During daylight hours red pennants, indicating moderately strong winds, are displayed as a storm warning for small craft. What is the night signal?

7. When a ship making headway is thrown off her course by the wind, the resulting drift is called (a) leeway, (b) sideway, (c) driftway.

8. Which warrant and chief warrant officers are classed as staff officers?

9. A sailor standing watch in the USS *Sitting Bull* would be in what type of vessel?

10. Do U. S. Navy fleet admirals rank with, before or after marshals of the RAF and field marshals of the British Army?

11. What is the special use assigned for the NINE flag in addition to its numerical meaning?

12. Why didn't the medical officer sympathize with a seaman's complaint that he had glare-strained eyes from coiling down rope against the sun?

13. Jones contends there are seven Navy rating badges which are worn on the right arm, Smith says there are eight and Doe insists there are 12. Who wins the argument?

14. The dry cleaner removed the following ribbons from a naval uniform: Commendation, Presidential Unit Citation, Purple Heart, Asiatic-Pacific Area Campaign, Naval Reserve and American Defense Service. Working from inboard to outboard and from top to bottom, in what order should he pin them back on the uniform?

15. What is the flagship of the U. S. Fleet?

(*Answers on page* 72)

NEW V-DISC RELEASES

Following is the list of V-Discs contained in the April kit, Navy Release K, to be mailed the middle of the month to ships and naval activities outside continental limits and hospitals in U. S. treating battle casualties. For information on how to get the discs, recorded exclusively for the armed forces, see table on pp. 70-71.

201. HOLIDAY FOR STRINGS — Maj. Glenn Miller; SLEEPY LAGOON; HORA STACCATO—Paul Baron.

202. BYGONE MEMORIES; JAMAICAN RUMBA —Jascha Heifetz; THE SWAN—Kostelanetz.

203. LET ME CALL YOU SWEETHEART; FOR ME AND MY GAL; WAIT TILL THE SUN SHINES NELLIE; IN THE GOOD OLD SUMMER TIME—Bing Crosby Song Fest.

204. BOOGIE WOOGIE ON ST. LOUIS BLUES; BUGLE CALL RAG—Earl Hines; THAT'S APLENTY—Muggsy Spanier.

205. THE EARL; DARKTOWN STRUTTERS BALL — Benny Goodman; SWANEE RIVER; DIPSY DOODLE—Tommy Dorsey.

206. LAGWOOD WALK — Red Norvo; STOP, LOOK, LISTEN; HUMORESQUE—Stuff Smith.

207. YOU'RE MY THRILL; I FOUND A MILLION DOLLAR BABY—Jack Leonard; ALONE TOGETHER; WHEN THE RED RED ROBIN—Jo Stafford.

208. SCREAMIN' BOOGIE—Lionel Hampton; MISS MARTINGALE—Hot Lips Page.

209. THE LAST ROSE OF SUMMER—Bidu Sayao; ARIA: HER LOVE WAS NEVER MINE—Ezio Pinza.

210. BIG ROCK CANDY MOUNTAIN; BLUE TAIL FLY—Burl Ives; I KNOW MY LOVE; GREEN SLEEVES; BLACK BLACK BLACK; I KNOW WHERE I'M GOING—Susan Reed.

211. HE DIDN'T ASK ME; THE QUICKER I GETS TO WHERE I'M GOING — Pearl Bailey; CANCEL THE FLOWERS; WATCHIN' THE TRAINS—Charioteers.

212. 1812 OVERTURE, Parts 1 and 2—New York Philharmonic Symphony Orchestra.

213. I MISS YOUR KISS; A LITTLE ON THE LONELY SIDE — Sammy Kaye; GUY LOMBARDO MEDLEY.

214. SOMETIMES I FEEL LIKE A MOTHERLESS CHILD—Mildred Bailey; LAMPLIGHTERS SERENADE; SUNSHINE OF YOUR SMILE—Frank Sinatra.

215. HOW LITTLE WE KNOW — Buddy Clark; I UNDERSTAND — Bob Eberle; LONESOME ROAD; SPRINGTIME IN THE ROCKIES—Ft. Sheridan Orchestra.

216. MAKE BELIEVE; I WANT A GIRL JUST LIKE THE GIRL—Frankie Carle; IT'S DAWN AGAIN; WOODEN SHOES—Three Suns.

217. OH, LADY BE GOOD—Yank Lawson; IF YOU CAN'T SMILE; COLE PILE—King Cole Trio.

218. LAURA; I WONDER—Woody Herman; THE MORE I SEE YOU; THE DEVIL SAT DOWN AND CRIED—Harry James.

219. PLAYHOUSE NO. 2 STOMP — Count Basie; SWEET SALLY; ZIP ZIP ZIPPER —Light Crusts.

220. RODGER YOUNG—Lynn Murray; ROLL THE OLD CHARIOT ALONG; PIZZICATTO POLKA—Szath-Myri.

WHAT	HOW OBTAINED
WELFARE AND RECREATION ALLOTMENT Allotment of funds under appropriation "Welfare and Recreation, Navy"	1. NAVAL VESSELS (including Navy vessels manned by Coast Guard personnel): (a) Vessels assigned to the Fleet; BuPers provides annual allotment. (b) Vessels assigned to naval districts or bases; from the command to which assigned by reallocation. 2. NAVAL DISTRICTS, RIVER COMMANDS, AIR FUNCTIONAL TRAINING COMMANDS: From BuPers upon request. (a) Naval activities assigned to naval districts, river commands and air functional training commands by reallocation from command to which assigned. 3. MARINE CORPS ACTIVITIES: (a) Within naval districts by reallocation from the commandant of the naval district. (b) Fleet Marine Force: HQMC will purchase items on recommendations of C.G., FMF, for both ground and air units of that force. 4. ADVANCE BASE UNITS: Upon request to BuPers prior to departure from U. S., initial allotment is granted. (Except LIONS, CUBS, ACORNS, STANDARD LANDING CRAFT UNITS, and PT-BOAT BASES which are granted automatically by BuPers upon promulgation of movement order by CNO.) Annual allotment is granted by fleet or area commander. 5. CONSTRUCTION BATTALIONS: Prior to embarkation from the United States, construction battalions are granted their commissioning allotments by either the U. S. Naval Construction Replacement Depot, Camp Parks, Shoemaker, Calif., or U. S. Naval Construction Training Center, Camp Elliott, Davisville, R. I. After departure from the continental U. S. construction battalions receive their welfare and recreation allotment from the fleet or area commander to which they are assigned. 6. FLEET AND AREA COMMANDERS: Upon request to BuPers. 7. AIR ACTIVITES ASSIGNED TO THE FLEET: Air groups, squadrons, and units granted allotments by reallocation from ComAirLant and ComAirPac. NOTE: Coast Guard vessels and activities obtain allotments through District Coast Guard Officer under appropriation "Pay and Allowances, 1750900.-004, Coast Guard, subhead 27."
SPORTS, GAMES, AND MUSIC EQUIPMENT	A. NAVY ACTIVITIES 1. Forces Ashore: Use BuS&A Requisition Form 76, Request in writing to SOinC of nearest of following Naval Supply Depots: Newport, R. I.; Bayonne, N. J.; Norfolk, Va.; New Orleans, La.; Oakland, Calif.; Seattle, Wash.; San Diego, Calif.; Pearl Harbor, T. H. (Requests in excess of $1,000 must be forwarded to BuPers for approval.) 2. Forces Afloat (including naval vessels manned by Coast Guard personnel): Same as above but use BuS&A Requisition Form 44. (Area commander designates channels through which requisition goes to SOinC.) B. COAST GUARD ACTIVITES: Apply to morale officer of district to which activity is attached. C. MARINE CORP ACTIVITIES 1. FMF Units in the field—from Special Services Officer, FMF, Pac. 2. Units in 14th ND, not FMF—from local naval supply depots; for items unavailable there, Special Services Officer, Depot of Supplies, San Francisco, Calif. 3. Units in the 11th, 12th, 13th and 17th NDs—from Special Services Officer, Depot of Supplies, San Francisco, Calif. 4. All other units—from Special Services Branch, HQMC.
V-DISC KITS 12" phonograph records of music designed to suit all tastes	NAVY AND COAST GUARD ACTIVITIES All those outside the U. S., and hospitals within the U. S. treating battle casualties, submit requests to BuPers. Army vessels manned by Coast Guard personnel submit requests to Commander, C.G.A.M.D. MARINE CORPS ACTIVITIES 1. Special Services Branch, HQMC subscribes for FMF, Pac units of battalion or similar strength one set of V-Discs per month. 2. All other units outside continental limits of U. S. and additional FMF requests subscribe by application to Special Services Branch, HQMC.
AFRS TRANSCRIPTIONS 16" phonograph records of transcriptions of major radio network shows, and special talent programs manufactured to play on turntable which turns at 33⅓ rpm.	NAVY AND COAST GUARD ACTIVITIES All those outside the United States submit request to either Commander, Service Force, Atlantic Fleet; Commander, Western Sea Frontier or nearest fleet motion-picture exchange. MARINE CORPS ACTIVITIES By application to nearest Navy motion picture exchange.
PERIODICAL SUBSCRIPTIONS Subscriptions to magazines are the responsibility of each activity. There is no package distribution of magazines. Special attention invited to "Notes" on this subject.	A. NAVY ACTIVITIES If to be paid under appropriation, "Welfare and Recreation, Navy," or appropriation, "Ship's Stores Profits," submit requisition to nearest Navy purchasing office. If to be paid with ship or station unappropriated funds, place order direct with publisher or distributor. B. COAST GUARD ACTIVITIES Ordered by commanding officer direct from publisher or distributor. C. MARINE CORPS ACTIVITIES 1. Purchased by Quartermaster General. 2. Distributed gratis by **Leatherneck.** 3. Purchased by Special Services Branch, HQMC. 4. Direct from publisher by individual unit.
LIBRARY BOOKS	1. NAVAL VESSELS (including Navy vessels manned by Coast Guard personnel): Library provided without request at outfitting yard prior to commissioning. 2. SHORE STATIONS: Libraries provided by BuPers without request. 3. ADVANCE BASE UNITS: Standard units (LIONS, CUBS, ACORNS, etc.) provided automatically, others upon request to BuPers. 4. CONSTRUCTION BATTALIONS: Prior to embarkation from U. S., CBs are issued 1000 books provided by BuPers at outfitting activity. 5. AIR ACTIVITIES ASSIGNED TO THE FLEET: No libraries issued to squadrons attached to ship or established base. Exceptions made for self sustaining squadrons upon request. 6. MARINE CORPS ACTIVITIES: Libraries provided by BuPers without request. 7. ARMED GUARD CREWS: Books issued to crew by Armed Guard Center or Port Director's Office. **NEW BOOKS:** Monthly shipments to all Navy and Marine Corps activities sent without request. Shore stations within continental U. S. receive only cloth-bound books. Ships, advance bases, and advance base units receive paper-backed Armed Services Editions, one set of 40 titles per month for each 150 men and some cloth-bound books if over 150 personnel. Marine Corps activities—Armed Services Edition sent one set per month for each 150 men and cloth-bound books to units of more than 700 personnel.
USO-CAMP SHOWS, INC. On shore within U.S.: Victory Circuit, Blue Circuit, White Circuit (West Coast), 11th, 12th, 13th NDs Hospital Circuit, Hospital Sketching Circuit Overseas	All Navy, Marine Corps and Coast Guard activities, complements of 1,500 or over All Navy, Marine Corps and Coast Guard activities with complements of less than 1,500 Those hospitals carrying a preponderance of Navy, Marine Corps and Coast Guard personnel deemed eligible by BuMed All Navy, Marine Corps and Coast Guard activities ashore and afloat sharing equitably with Army. By request from the commanding officer to the commandant of the district involved, stating complement, facilities and desired frequency of performance. MARINE CORPS UNITS: By request to Marine Liaison Officer, Navy Liaison Unit, Entertainment Section, NYC, via Special Services Branch, HQMC. Once declared eligible for the hospital circuit or hospital sketching circuit, acceptance of subject entertainment and details pertaining thereto should be handled by the medical officer in command directly with USO-Camp Shows, Inc. with information copy to the Chief of Naval Personnel. Through contact by naval area commander with commanding general of same area. All routings to overseas units handled by Army.
SHIP AND STATION PAPERS	All Navy, Marine Corps and Coast Guard activities: By request through official channels to SecNav via Chief of Naval Personnel.
ENTERTAINMENT MOTION PICTURES	All Navy, Marine Corps and Coast Guard activities. 1. Outside continental United States (a) 35-mm. Navy Motion Picture Service—Obtain film from nearest fleet motion-picture exchange or sub-exchange. (b) 16-mm. (not available to activities and vessels equipped with 35-mm projectors)—obtain through nearest Navy motion-picture film exchange or sub-exchange. 2. Within continental U. S. (35-mm. only) (a) Vessels in port: Navy Motion Picture Service—Obtain film from nearest shore-based motion-picture exchange or sub-exchange, or nearest fleet motion picture exchange or sub-exchange. (b) Shore activities (1) Optional naval district motion picture plan (2) Navy motion picture service—Obtain film from Navy Motion Picture Exchange, New York, N.Y. or Navy Motion Picture Exchange, San Diego, Cal.
MOTION PICTURE EQUIPMENT SPARE PARTS	A. NAVY ACTIVITIES (including Navy vessels manned by Coast Guard personnel). Ships and shore activities are supplied 35-mm. and 16-mm. projection equipment in accordance with an authorized allowance list. Activities not supplied may submit requests to BuShips for consideration. Replacements by official request to BuShips. Requests involving 16-mm. equipment should go via BuPers. B. COAST GUARD ACTIVITIES under the jurisdiction of a District Coast Guard Officer will submit requests for motion-picture projection equipment the district morale officer. C. MARINE CORPS ACTIVITIES will send requests for 16-mm. and 35-mm. equipment through normal quartermaster supply channels. By request to nearest spare parts distribution centers or motion picture exchanges.

METHOD OF PAYMENT	REFERENCE	NOTES
	BuPers Manual, Art. E-7401 to E-7411 incl. BuPers ltr. Pers-524-gm L1-2-150 of 8 June 1944. BuS&A Manual, Art. 940. Circ. Ltr. 132-42 (corrected) (NDB, cum. ed., 1943). Circ. Ltr. 163-42 (corrected) (NDB, cum. ed., 1943).	Naval vessels to be commissioned receive their allotments from BuPers as follows: destroyers and larger, 3 months prior to the commissioning date; other vessels, 1 month prior to the commissioning date. BuPers allots annually a lump sum to the Commandant of the Marine Corps for reallocation to units of the air and ground personnel of the Fleet Marine Force. BuPers grants direct allotments to naval vessels in commission and manned by Coast Guard personnel in the same manner as other naval vessels. The allotments granted fleet and area commanders are to provide for the welfare and recreational needs of their staffs, construction battalions, base hospitals, advance base units (including craft attached thereto), and other naval establishments under their command.
vy—Charge to appropriation, "Welfare and Recreation, vy," or "Ship's Store Profits Fund" or purchase with Velfare" funds (non-appropriated). ast Guard—Charge to Appropriation Pay and Allowances, 50900.004, Sub Head No. 27; or purchase with unbropriated "Morale" funds. rine Corps—Charge to appropriation "Welfare and Rection, Navy;" or purchase with non-appropriated funds. ien ordering direct from naval supply depots as enumted above for naval ships and stations. In all other ses where non-appropriated funds are used, checks should payable to "Marine Corps Fund."	(a) Joint ltr. Pers-1012-PL P10-(A) BuS&A No. P10-1(3) of 16 July 1943. (b) Sports and Recreation Catalogue, Navy, Coast Guard, Marines, Second Edition. (c) Coast Guard Hq. Circular 209	Second edition of the catalog is now being distributed to all ship and shore activities. Requests for additional copies should be addressed to BuPers. For exact procedure when purchasing with non-appropriated funds, see page five, Sports and Recreation Catalogue. Overseas Coast Guard activities unable to contact NSD direct should refer cash purchases to Coast Guard Commandant for processing. MARINE CORPS ACTIVITIES use Navy Sports and Recreation Catalogue in preparing requisitions. Additional copies of catalogue may be obtained from Special Services Branch, HQMC.
me as for "Sports, Games, and Music Equipment" above. n case of payment from Ship's Stores Profits Fund or elfare Funds non-appropriated, checks or money orders ould be made payable to the Treasurer of the U.S.) ARINE CORPS ACTIVITIES No charge. 2. Accompany orders with check payable Marine Corps Fund—$12.00 per set per month.	BuPers Circ. Ltr. 154-44 (NDB, 31 May 1944, 44-631).	All kits in one monthly release of V-Discs contain the same assortment of 20 records each.
tside United States, no charge.	BuPers Circ. Ltr. 236-44 (NDB, 31 Aug. 1944, 44-1001).	Turntables attached to 35-mm. strip film projector will play AFRS transcriptions. A limited quantity of turntables are distributed through the two service forces. The number of transcriptions available for distribution is limited. Radio receiving sets are in stock at all naval supply depots. Shore activities may obtain sets in the same manner as described under "Sports, Games and Music Equipment." Radio receiving sets for ships are cognizance of BuShips.
me as for "Sports, Games and Music Equipment," above, ept checks (drawn on unappropriated funds) to be made able to publisher or distributor. ARINE CORPS ACTIVITIES 2. 3. No charge. May be paid for by appropriated or non-appropriated ds direct to publisher, or agent.	BuS&A Manual, Art. 1086, Par. 41. BuS&A Manual, Art. 1550.	For selection of magazines and newspapers see SecNav ltr. P9-1 of 24 Aug. 1944 (NDB, 31 Aug. 1944, 44-962). The following magazine overseas editions are published: New Yorker, Time, Life, Newsweek, The Infantry Journal, Inside Detective, Modern Screen, Reader's Digest, The Sporting News. New York Times Overseas Weekly is available where printed overseas. Mats sent airmail overseas to such points as Army and Navy may designate for reproduction by Army or Navy where letterpress is available. Or copies can be obtained from N. Y. Times direct.
thout charge.	BuPers Manual, Part E, Chapter 6.	Additional books and replacements should be requested from BuPers. Non-receipts of shipments of new books, requests for increased quantities or change of address should be forwarded to BuPers. Marine Corps activities should direct requests via Special Services Branch, USMC. Books may be exchanged between libraries by mutual agreement. Paper-bound books should be passed from man to man without record of circulation.
thout charge.	(a) BuPers ltr. NAV-1477-jbs P10-2(60) of 27 March 1942. (b) BuPers ltr. Pers-2232-EC P10-2(60) of 14 Oct. 1942 (c) BuPers ltr. Pers-2231-MT P10-2 of 2 June 1943. (d) BuPers ltr. Pers-2231-VD P10-2 of 24 June 1943. (e) BuPers ltr. Pers-521-oh P10-2 of 3 Dec. 1943. (f) BuPers ltr. Pers-521-oh P10-2 of 24 April 1944. (g) BuPers ltr. Pers-521-sf P10-2 of 29 April 1944. (h) BuPers ltr. Pers-51-REB N33 of 5 Sept. 1944. (i) BuPers Circ. Ltr. No. 216-44 Pers-5-RI p21 dated 31 July 1944 with encl. 1, Joint Statement of Policy of Secretaries of War and Navy of 5 July 1944.	Transportation as specified in ref. (e) and (h) Hospital Circuit: Transportation as specified in ref. (g). Hospital Sketching Circuit: Transportation as specified in ref. (f). Army furnishes transportation to and from area. Local transportation within area, meals and housing accommodations furnished by naval activity serviced.
cial appropriation, "Welfare and Recreation, Navy," n ship's store profits or from unappropriated funds.	(a) BuPers E-7601 through E-7604 (as corrected by BuPers Manual Circ. Ltr. No. 24-44 of 15 April 1944).	
charge for duration of present war to all ships and ivities outside continental U. S. mm. film is the gift of the motion picture industry to L armed forces thru the War Activities Committee. ment for film under optional plan direct to commercial exchanges from unappropriated funds. activities within continental U. S.: essments for Navy motion picture service from either ropriated or unappropriated funds.	(a) Instructions, Navy Motion Picture Film and Projecting Equipment, 1940. (b) BuPers Manual, Part E, Chapter 7, Sec. 3. (c) BuPers ltr. Pers-2217-MT S85-1 of 17 June 1943. (d) BuPers ltr. Pers-51131-sf EN4-3(P) of 28 Sept. '44. (e) BuPers Circ. Ltr. 242-44 (NDB, 31 Aug. 1944, 44-1005). (f) BuPers ltr. Pers-511-VD S85-1 of 22 Sept. 1944. (g) BuPers ltr. Pers-2231-oh S85-1 of 28 Aug. 1943. (h) Article 1443, advance changes U. S. Navy Regs., Op13-1C-jc, Ser. 315013, 15 Sept. 1944 (NDB, 15 Sept. 1944, 44-1052).	The success of the Navy motion picture service which supplies 35-mm. film depends upon the rapidity with which motion picture programs are circulated. Failure to keep programs moving will result in bogging down of the entire system. Naval liaison units have been established in all Army overseas motion-picture exchanges, and such additional Navy exchanges as may be necessary to properly service naval activities ashore and afloat outside continental U. S. with the 16-mm. gift film.
hout charge.	(a) BuNav ltr. Nav-147-RNC S85-1(8287) of 9 Sept. 1941. (b) BuPers Manual, Part E, Chapter 7, Sec. 3, Art. E-7309. (c) NavAer-TF-22-8 dated Sept. 1944. (Catalog of U. S. Navy Training Film.) (d) BuShips ltr. S85-1(665-802)EN28/A2-11 of 19 Sept. 1944.	Some motion picture exchanges will carry a limited quantity of spare parts.

Medicine

(Continued from page 14)

invasion. They were augmented by hospital ships under British operational control and by air evacuation.

Air evacuation was inaugurated at Guadalcanal. Since its inception it has made progressive strides and in the past year has supplemented sea evacuation of wounded men in a very effective manner. As soon as landing strips become available and as the tactical situation permits, transportation by air ambulance begins. When it is operating fully, the majority of casualties are evacuated by this method. In Normandy air evacuation was planned to begin by D-plus-fourteen, but actually it was functioning on D-plus-four. Many casualties occurring on the beach and battlefield in Normandy were resting comfortably in hospitals in England by night of the same day.

The ultimate links in the chain of naval medical care are advance bases and fleet hospitals. These great installations, capable of caring for between 1,000 and 2,000 patients, are established in rear areas. As of 30 June 1944, eighteen were functioning in the Pacific area, and three, including an especially large one to handle wounded from the Normandy beachhead, were in existence in England and other Atlantic areas.

These hospitals are individual functional units. They usually are housed in insulated Quonset huts and are equipped with the latest surgical devices. Their hospital beds have innerspring mattresses. Laundry equipment, bakeries, maintenance shops and recreational halls are a part of their facilities. Their medical personnel consists of a specialist heading each department and fully qualified doctors and surgeons, assisted by efficient nursing staffs for the care of the wounded. In these hospitals life-saving procedures are continued on the highest scientific plane, and a large percentage of the wounded are restored to their normal state of health.

The mortality rate of two per cent among wounded personnel can be attributed to two factors: quick and adequate first aid plus life-saving surgery which, insofar as possible, is taken to the patient instead of bringing the patient to the surgery. To this end, the medical-aid man accompanying troops into battle has been given the training and materials to administer to a wounded man's early needs. This early care, combined with good transportation, plasma, whole blood, portable surgical facilities on land, and good surgical facilities afloat, made possible this saving of lives.

Answers to Quiz on Page 69

1. Sickness, disease or injury resulting from one's own interperate use of drugs or alcoholic liquors or other misconduct.
2. Both.
3. *Independence* class.
4. An SB2C is a Helldiver. The kids were talking about the same plane.
5. Henry Kent Hewitt, Thomas Cassin Kinkaid, John Sidney McCain, Marc Andrew Mitscher, Raymond Ames Spruance.
6. No night display of small craft warnings is made.
7. (a).
8. Chief Pharmacist, Chief Pay Clerk, Pharmacist and Pay Clerk.
9. Sitting Bull was an Indian chief; since net tenders (tug class), harbor tugs (large) and harbor tugs (medium) are the only types of Navy ships that may be named for Indian chiefs, the sailor would be serving in one of the three.
10. With.
11. None; the NINE flag is the only numerical flag which does *not* have a special use assigned to it.
12. Because coiling down rope "against the sun" simply means coiling from right to left.
13. Smith wins. The eight are: Boatswain's mate, turret captain, gunner's mate, mineman, torpdeoman's mate, quartermaster, signalman, fire controlman.
14. Commendation, Purple Heart, Presidential Unit Citation, American Defense Service, Asiatic-Pacific Area Campaign and Naval Reserve.
15. The USS *Dauntless*, a patrol vessel-gunboat.

THE MONTH'S ALNAVS IN BRIEF

No. 37—Provides that, due to scarcity of kapok, vessels must conform strictly to allowance of life preservers authorized by BuShips.

No. 38—States that Alnav 144-42 (NDB, cum. ed., 42-2038), which provides that no member of Navy, Marine Corps or Coast Guard may marry while on foreign duty without approval of senior commander of such force stationed in that country, area or possession, shall not be construed to apply to personnel who marry within continental U. S., including Alaska.

No. 39—Grants authority to Commander NATS to issue orders to all aviation officers involving permanent change of station within his command, except for squadron COs and wing commanders.

No. 40—Deals with discharge of reservist RT and ART ratings for reenlistment in regular Navy (see p. 75).

No. 41—Announces appointment to next higher rank, to rank from 1 March 1945, of those lieutenants (junior grade) and ensigns, line and staff corps, on active list of regular Navy whose dates of rank are within period of 2 Nov. 1943 to 1 Dec. 1943 inclusive, and those lieutenants (junior grade) and ensigns, line and staff corps, of Naval Reserve and Women's Reserve whose dates of commencement of continuous active duty in their respective ranks are within the same period.

No. 42—Announces appointment to chief warrant rank for temporary service, to rank from 1 March 1945, of those warrant officers on active list of regular Navy whose dates of rank are within the period 2 Nov. 1943 to 1 Dec. 1943 inclusive, and those warrant officers of Naval Reserve whose dates of commencement of continuous active duty are within same period.

No. 43—Directs that use and issue of Stock No. S4-156 Giemsa stain manufactured by Hartman-Leddon Co., Philadelphia, be discontinued immediately and all unused units be returned to nearest naval medical supply storehouse or depot.

No. 44—Warns of critical housing shortage in Washington, D. C., Norfolk, Va., all West Coast and Florida coastal cities, and advises personnel not to move families there until provisions for housing them have been made.

No. 45—Deals with promotion of Navy nurses (story on p 75).

No. 46—Directs COs to insure that pay records are transferred at same time personnel are transferred and to submit all CO pay record orders to disbursing officers promptly so that pay records may be kept up to date and ready for immediate transfer; directs procedure to be followed by disbursing officers for maintaining and transferring pay records.

No. 47—Deals with sale of gift items by ships service stores and PXs (story on p. 76).

No. 48—Directs procedure to be followed by all ships and stations beyond continental limits in reporting Navy, Marine Corps and Coast Guard casualties.

No. 49—Calls for applications from regular Navy line officers with permanent ranks above ensign, who are performing aerological duties, for transfer to engineering duty only (aerology); applications may be submitted by dispatch if necessary to reach BuPers by 15 April 1945; officers who have already submitted applications should reapply.

No 50—States that, effective with orders dated 1 April 1945 and until further notice, Navy, Marine Corps and Coast Guard officers traveling on TAD orders not involving permanent change of station, with or without temporary duty en route, are subject to reimbursement on per diem basis only; also contains other modifications and clarifications on per diem.

No. 51—Directs that all containers of duplicator fluid Navy Standard Catalog No. 53-F-3900, whether original container or one to which fluid was transferred, must immediately be marked "INFLAMMABLE MIXTURE DO NOT USE NEAR FIRE OR FLAME—DO NOT USE INTERNALLY" and labeled "POISON"; prohibits use of material for other purposes than duplicator fluid.

Crew's News (USS Cumberland Sound)

"Ugh—Let's join the Navy! We'll never make chief in this outfit!"

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL

PRIZES OFFERED FOR SHOW MATERIAL

All Personnel of Navy, Marine Corps, Coast Guard Eligible to Enter

A $500 war bond as grand prize, plus 40 other prizes totaling $2,200 in war bonds, will be awarded to winners in a Navy Show Contest opening 1 May 1945.

All officer and enlisted personnel, male and female, of the Navy, Marine Corps and Coast Guard are eligible to submit manuscripts suitable for presentation on the stage or over a microphone.

Entries may be in the form of sketches, skits, blackouts, monologues, master-of-ceremonies chatter or songs. They may be comical or serious and may be based on actual experience or may be imaginary.

The contest is sponsored by the Committee on Scripts for Soldier and Sailor Shows of the Writers' War Board. The WWB is a group of outstanding professional writers voluntarily devoting their time and talents to jobs involving war writing for Government agencies.

Judges will be John Mason Brown, Russel Crouse, Paul W. Gallico, Max Gordon, Oscar Hammerstein II, George S. Kaufman, Christopher La Farge, Frederic March, and Hobe Morrison.

In addition to the grand prize there will be four first prizes of $250 each, four second prizes of $100 each and 32 third prizes of $25 each. All will be in war bonds (maturity value).

Contest rules, other than those given above, follow:

Manuscripts, to be eligible for competition, must be postmarked not later than 1 Aug. 1945.

Announcements of prize winners will be made 15 Oct. 1945.

Manuscripts should be addressed to the Navy Contest, Writers' War Board, 122 East 42nd Street, Room 509, New York 17, N. Y.

All entries must be original, unpublished (except by military agencies) and owned exclusively by the contestant.

Manuscripts must be typed or written in legible hand on one side of the paper only. The sheets should be bound together and numbered. The cover or top page must be clearly marked with the title of the sketch, the author's name, rank or rate, and both his naval and permanent address. No manuscript will be returned nor will the Writers' War Board be responsible for lost manuscripts. Therefore, one copy should be retained by the author and two copies should be mailed to allow for possible misplacement of one entry in administering the competition.

The author retains the power to protect his rights insofar as they apply to publication and to radio and professional stage production. All material submitted to the contest, whether or not it is awarded a prize, may be printed and distributed to members of the armed forces, royalty free. Rights for all amateur civilian production and distribution will be controlled by the individual, with royalty payable to the author under conditions approved by him.

Upon the manuscript the contestant must state over his signature that his entry is submitted in accordance with the terms of the contest.

There is no limit to the number of manuscripts an author may submit, but only one prize may be won by a contestant.

The decision of the judges will be final. If the standard of writing lacks sufficient merit, any of the awards may be withheld at the discretion of the judges and the Writers' War Board.

Official announcement of the contest was made in BuPers Circ. Ltr. No. 61-45 (NDB, 15 March 1945, 45-256).

Clipsheet Service and Editorial Assistance Offered for Ship and Station Newspapers

To help ship and station editors bring Navy men and women the best possible local newspapers, BuPers will undertake a full-fledged editorial service for all interested Navy, Marine Corps and Coast Guard publications.

The service will be known as the S.E.A. (Ships' Editorial Association) and will provide two aids for ship and station newspapers:

(1) The *S.E.A. Clipper*, a weekly clipsheet, containing such material as spot features, columns, feature articles, cartoon panels and strips, and other appropriate Navy material which local editors may reprint in their own newspapers at they wish. All this material will be specially prepared for the purpose and thus will be new to the reader.

(2) The *S.E.A. Watch*, a monthly shop-talking trade journal for ship and station newspaper editors, devoted to methods of improving editorial content and production technique.

Mats will be provided letterpress papers and pre-cut stencils will be furnished mimeographed newspapers, multilith papers using the proof pages furnished.

As outlined by BuPers Circ. Ltr. 70-45 (NDB, 31 March 1945), ship and station newspapers will be enrolled as members of the S.E.A. by commanding officers requesting the service of BuPers. Upon receipt of a letter from the commanding officers, BuPers will forward a questionnaire to determine the types of material desired and required by the various newspapers. Once 100 newspapers have been enrolled and completed questionnaires returned, the *S.E.A. Clipper* will be produced weekly and forwarded via airmail to member newspapers.

The service is offered free of charge to the member papers and is entirely voluntary. There will be no compulsion on the part of any member paper to use any of the material provided.

While the *S.E.A. Clipper* is planned to serve weekly newspapers primarily, S.E.A. will also provide such services to daily ship and station newspapers as may be desired and prove practicable. It is hoped that daily papers, particularly at sea and overseas, will be enrolled as members of S.E.A. and that their needs will be made known so that they can be met.

To provide the S.E.A. services, and to coordinate the various responsibilities of BuPers in connection with ship and station newspapers as a welfare matter, a new Ship and Station Newspaper Section has been established in the Special Services Division of the Welfare Activity of BuPers. The new section will be staffed with specially selected officers and enlisted personnel, professionally qualified journalistically and with ship and station newspaper experience.

Editors, Writers, Artists Invited to Submit Ideas

In connection with the establishment of the S.E.A. and the *S.E.A. Clipper*, BuPers invites all interested personnel to submit ideas for features, cartoon strips or characters, columns, column names, and any other appropriate material for inclusion in ship and station newspapers. Correspondence should be addressed to the attention of the Officer in Charge, Ship and Station Newspaper Section.

THE BULLETIN BOARD

How to Keep Out of Trouble in Bringing Or Sending Home Government Property

Because a good many officers and enlisted men have got into trouble recently by mailing or bringing Government property to the States as their own personal effects or as souvenirs, a summary of existing regulations on the subject has been issued by the Secretary of the Navy.

In a nutshell the directive, dated 23 Feb. 1945 and addressed to all ships and stations (NDB, 28 Feb. 1945, 45-179), offers this friendly but emphatic advice:

- Don't send or bring home U. S. or Allied government property—unless your commanding officer has certified that it is essential that you have the equipment to carry out your duties en route.
- Don't send or bring home items similar to Government property—unless you have the proper certificate to convince the examiners that the property belongs to you and not to the Government. A copy of the certificate must be included in the baggage with the shipment.
- Don't send or bring home live explosives of any kind—it's strictly forbidden for obvious safety reasons.
- Don't send or bring home captured enemy equipment—unless you have the proper certificate to show the customs officials that you're authorized to keep such souvenirs as your property.

If you're outside the continental limits of the U. S. and desire to send your personal effects to your home or to some other designated place of storage in the U. S., you may do so at Government expense, as provided by SecNav dispatch to all naval districts and ComPatWing 2, dated 16 June 1942, and by subsequent SecNav dispatches to all naval districts, 26 July 1943 and 21 July 1944. These dispatches also authorized supply officers in the 14th and 15th naval districts to effect shipments based on information that the owner desired shipment, and stated that BuS&A form 34 is *not* required. Shipments are to be charged against maintenance appropriation (BuS&A subhead 3), with reference made to the authorizing dispatch on the Government bill of lading which must accompany all shipments. The dispatch also authorized reshipment of the property to its ultimate destination after its arrival in the states.

Hoist (NTC, San Diego, Calif.)
"He's not superstitious—yet!"

To prevent confusion—and possible confiscation—if you're sending or bringing anything home which *looks like Government property,* you are required to enclose in the package a certificate from your CO or his designated representative stating that you are officially authorized to send or bring home the articles contained in the package and listed on the certificate.

Since Alnav 2-44 (NDB, Jan.-June 1944, 44-11) says that captured enemy equipment is Government property, to mail or bring to the States any items of enemy origin you must have a certificate signed by your CO stating that the theater commander has authorized that such articles as are listed and described on the certificate may be retained by you as personal property. Since souvenirs which have been officially released to you are no longer considered as Government property, there is no danger of them being confiscated when accompanied by the proper certificate.

You are not permitted to have in your possession on your return trip to the States any U. S. OR Allied government property, unless such property is needed in the performance of your duties. For instance, if you are a guard for prisoners and require a gun, you must have in your possession the custody receipt and certificates signed by your CO saying that such Government equipment is necessary in the performance of your job.

Whenever officers and enlisted men receive orders to return to the U. S., they must turn into the supply officer prior to leaving all Government property in their possession, including such items as may be covered by custody receipts, with the exception of items certified by the commanding officer to be needed in the performance of their duties. Supply officers are required to accept and give a receipt for Government property turned in regardless of condition.

Any property described above as requiring certification—that is, material similar to Government property, souvenir items of captured enemy equipment and Government property—which is not covered by certificates is subject to confiscation by the customs authorities, who turn it over to the commandant of the local naval district.

The commandant is required to submit a detailed report to the Chief of Naval Personnel, CNO, Judge Advocate General, and the senior officer in the area in which the sender was stationed at the time the shipment originated. Appropriate disciplinary action will be taken in all cases of personnel who transmit, or attempt to transmit, unauthorized material; and where there is substantial indication of an attempt to defraud the Government, a general court-martial is mandatory.

Minor Changes Made in Fixed-Text Message Service For Personnel from Overseas

The following new fixed-text message (No. 16) has been added to the list of those which may be sent under the special domestic telegraph service established by Western Union for the convenience of service personnel returning to the U. S. from overseas (INFOMATION BULLETIN, March 1945, p. 78):

"Arrived safely. Expect to see you soon. Don't attempt to contact or write me here. Love."

Since announcement of the service, the U. S. Naval Receiving Stations at Naval Reserve Armory, Chicago; Consolidated Steel Corp., Orange, Tex.; Bethlehem-Hingham Shipyard, Hingham, Mass., and Bethlehem Steel Co., Quincy, Mass., have been deleted from the list of naval activities from which the messages may be sent.

Also, under revised rules, a Western Union office must be located at the point to which a message is sent. (For details see CNO ltr. to all ships and stations, NDB, 15 March 1945, 45-243).

Men Required to Mark Belts With Name, Serial Number

Because instances have occurred where a belt was the only item of clothing remaining for the identification of fire, blast and explosion victims, the necessity for adequately marking such items is called to the attention of COs in BuPers Circ. Ltr. 62-45 (NDB, 15 Mar. 1945, 45-257).

Uniform Regs, Art. 5-54, requires that every article of enlisted men's clothing be legibly marked with the owner's name and serial number. The letter directs COs to make certain that this regulation is conformed with and states that belts should be legibly marked at least once with the owner's name and serial number.

THE BULLETIN BOARD

'artially Disabled Men May Be Retained by Navy

Under the Navy's policy of making s full use as possible of all its avail- ble manpower, BuPers and BuMed ave issued a joint letter providing hat enlisted men disabled for general ervice, under conditions which in eacetime would lead to their separa- ion from the service, may be retained or the convenience of the Government nd assigned to duty they still are hysically able to perform.

In the past this policy applied only o personnel disabled in line of duty. Inder the new BuPers-BuMed direc- ve to all ships and stations dated March 1945 (NDB, 15 March 1945, 5-265), it now applies to all person- el partially disabled while in the ervice, either in or out of line of uty, and also to those who come up or medical surveys due to disabilities hich they had prior to entering the Iavy but which did not show up at ie time of enlistment.

The following conditions will be aken into consideration in deciding pon each case:

Whether the man's services are de- ired and his record is favorable.

Whether disability is of such a ature as not to interfere with his erforming useful duty.

Whether retention on active duty is ot likely to aggravate the disability.

Road Maps Made Available To All Ships on Request

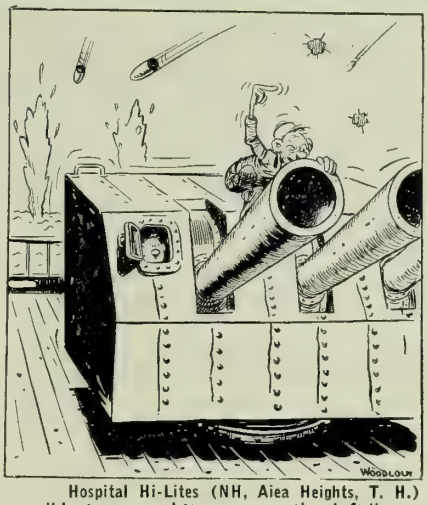
The Texas Company has informed uPers that complete sets of its Tex- co Touring Maps may be obtained or reference and recreation use in braries of naval ships upon request rom some commissioned officer of ach ship desiring them. Requests, iving the ship's name and post office ddress, should be made to Texaco Na- onal Road Reports, 135 East 42nd treet, New York 17, N. Y.

Veterans to Get Extra Gas for Job Interviews

Special gasoline rations for war vet- rans seeking reemployment have been rovided for by the Office of Price Ad- inistration.

The rations will be issued to vet- rans who must use a passenger auto- iobile to travel to a job interview ar- anged for them by any of the follow- ig: the United States Employment ervice, the Railroad Retirement Board mployment Service, a county agricul- ural agent, an Agricultural Extension abor Office, or a union designated by ie War Manpower Commission to re- uit labor.

Because of the limited supply of asoline, amount of mileage allowed currently limited to 400 miles in ny 30-day period, and it must be iown that there are no adequate other means of transportation. Ra- tions may be obtained at the veteran's local War Price and Rationing Board upon presentation of card or statement from one of the sources listed above.



Hospital Hi-Lites (NH, Aiea Heights, T. H.)
"Just a wee bit more to the left."

Enlistment in Regular Navy Open to Qualified Reserve Radio Technicians Under 31

In anticipation of postwar Navy needs, commanding officers have been authorized by Alnav 40-45 (NDB, 15 Mar. 1945, 45-227) to discharge re- servist enlisted personnel holding radio technician and aviation radio technic- ian ratings, for immediate 4-year re- enlistment in the regular Navy.

The directive provides that reen- listments are to be in the permanent rate held at the time of discharge, with authority granted for immediate advancement to the temporary rate held at the time when the discharge was granted.

To be eligible, personnel must be graduates of an advanced radio ma- teriel school, be between 18 and 31 years of age and be physically and professionally well qualified. In ad- dition, they must have a good record in conduct.

The Alnav applies only to RT and ART ratings, and does not include personnel holding temporary warrants or commissions.

Rules Issued on Authority Of Officers as Notaries

Detailed information on the author- ity of officers of the Navy, Marine Corps and Coast Guard to administer oaths and perform other powers of notaries public has been issued in a letter from the Judge Advocate Gen- eral to all ships and stations, dated 31 Jan. 1945 (NDB, 31 Jan. 1945, 45- 82). A summary of state laws affect- ing the authority of officers to perform the functions of a notary public is contained in the letter.

Academy Prep School Exams Scheduled for 2 July 1945

Preliminary written examinations of candidates for the 1 October class at the Naval Academy Preparatory School, Bainbridge, Md., will be held throughout the Navy on 2 July 1945, according to BuPers Circ. Ltr. No. 60-45 (NDB, 15 March 1945, 45-255).

On ships at sea or at units outside the continental limits of the U. S., where it is impossible to hold the examinations on that date, they may be held on the earliest practicable suc- ceeding date.

Men interested in taking the exam- inations should notify their command- ing officers by 1 May.

The law authorizes the appointment to the Naval Academy at Annapolis, Md., each year of 100 men from the Navy and Marine Corps and 100 from the Naval Reserve and Marine Corps Reserve.

To be eligible for the 2 July exami- nations, men must be physically quali- fied U. S. citizens of officer caliber on active duty on or before 15 April 1945 and with birthdates on or later than 1 April 1925. They must have com- pleted two years high school or its equivalent, including two half-year courses of algebra and one half-year of geometry.

Navy Nurse Corps Members Now Promoted by Alnavs

The first block promotion of Navy Nurse Corps members was effected last month by Alnav 45-45 (NDB, 15 Mar. 1945, 45-232).

Whereas previously Navy nurses of the ranks of lieutenant (junior grade) and ensign were promoted only upon the recommendation of a selection board, they are now to be advanced under the more liberal provisions of promotional alnavs. This same system is followed in promoting both regular Navy and Naval Reserve lieutenants (junior grade) and ensigns, including Waves.

As provided by the Alnav, the Pre- sident on 1 March 1945 appointed to the next higher rank for temporary service, to rank from that date, all Navy Nurse Corps lieutenants (junior grade) who reported for continuous active duty as ensigns on 31 Aug. 1942 or earlier and all ensigns who had served on continuous active duty in that rank since 1 Dec. 1943 or ear- lier. The promotions apply both to regular and reserve Navy nurses.

In the future whenever promotional alnavs are issued for men and women officers in the reserve and regular Navy, they will also be brought out for Navy nurses, thus enabling the nurses to keep pace in rank with of- ficers in other branches of the service.

THE BULLETIN BOARD

Free Kits of Orchestrations Offered to All Navy, Marine And Coast Guard Activities

Free orchestrations for recreational purposes will be provided upon request for all Navy, Marine and Coast Guard activities desiring them under a program recently entered into by BuPers (BuPers Circ. Ltr. No. 55-45; NDB, 15 March 1944, 45-251).

The orchestrations will be distributed monthly to overseas and continental activities in the form of kits each to contain six orchestrations of songs popular in the U. S., plus a few special arrangements of old numbers.

There will be two types of kits issued each month:

Standard Orchestration Kit for 15 instruments, containing 1 piano, 2 1st violins, 1 bass, 1 1st trumpet B flat, 1 2nd trumpet B flat, 1 3rd trumpet B flat, 1 1st trombone, 1 2nd trombone, drums, 1 1st sax E flat alto, 1 2nd sax B flat tenor, 1 3rd sax E flat alto, 1 4th sax B flat tenor, 1 guitar.

Orchette for seven instruments, containing 1 piano, 1 1st sax E flat alto, 1 2nd sax B flat tenor, 1 3rd sax E flat alto, 1 1st trumpet B flat, 1 bass (guitar chords), drums.

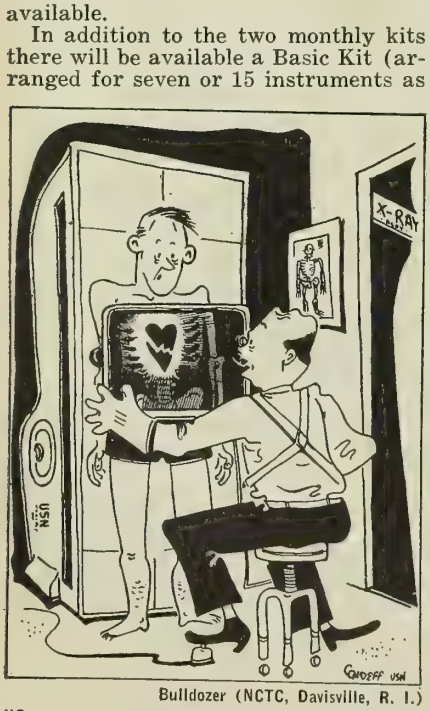
Usually a month's issue of both the Standard Orchestration Kit and the Orchette will contain orchestrations of the same songs, but they may vary slightly when special Orchette arrangements of songs contained in the Standard Orchestration Kit are not available.

In addition to the two monthly kits there will be available a Basic Kit (arranged for seven or 15 instruments as desired) to be used as a basis for a musical library. The Basic Kit will contain 25 orchestrations of selected fox trots, waltzes, rhumbas and swing tunes.

If desired the Basic Kit will be forwarded along with the first monthly distribution of the other kits.

Commanding officers may submit requests for kits to the Officer in Charge, Navy Liaison Unit, Entertainment Section, Special Services Division, A.S.F., 25 West 45th Street, New York 18, N. Y., stating which kit or kits are desired.

Activities will be placed on the distribution list for the next monthly issue as orders are received. All kits will be sent to authorized Navy bands, which need not submit requests.



Bulldozer (NCTC, Davisville, R. I.)

"Sorry, man, you're in the wrong place—you want to see the chaplain."

ID Card No Longer to Be Used as Liberty Pass

So that personnel may have their ID cards in their possession at all times, the practice of using the ID NavPers 546 card as a liberty pass has been discontinued by BuPers Circ. Ltr. 51-45 (NDB, 28 Feb. 1945, 45-204). Previously it has been the procedure on many ships and stations to take up the ID cards and issue them only to personnel on liberty parties.

The directive also provides that in the future ID cards issued to officers will show their file number, photographed directly below their rank.

Navy Tightens Rules on Release of Officers to Other Government Agencies

Because the Navy Department needs all its specially trained personnel, the policy has been recently established by the Secretary of the Navy that, with the few exceptions listed below, commissioned officers may not be loaned or released to other governmental departments or agencies.

As stated in a SecNav letter, dated 3 Feb. 1945, to all bureaus, boards and offices of the Navy Department and to the Commandants, Marine Corps and Coast Guard, in the past requests for the loan of officers to other Government agencies were considered on the basis of where the officer could contribute the most to the war effort. However, since requests have greatly increased, and if granted would seriously weaken certain activities of the Navy, the new policy has been put into effect.

The directive provides for only the following exceptions: personnel released or loaned to the War Shipping Administration, as provided by paragraph 5 of Executive Order No. 9054, as amended; those requested or assigned by the President; personnel appointed to positions requiring confirmation by the Senate.

Men Released from Hospitals After Long Overseas Duty Get Break for Shore Duty

Many enlisted personnel returned to the U. S. for hospitalization after 18 months or more of sea or foreign duty will be given the opportunity, upon release from hospitals, of selecting the naval district, river command or naval air training command in which they prefer to serve, and will be transferred there at Government expense.

This procedure, provided by a letter from the Chief of Naval Personnel to various continental commands, dated 21 Feb. 1945, applies to all enlisted men who would otherwise be transferred for assignment by ComWesSeaFron, ComFairWest Coast, SubordComServLant and ComAirLant.

Exceptions to the directive:

- Construction Battalion personnel, when ready for duty, are to be transferred for further assignment to either the U. S. Naval Construction Battalion Replacement Center, Camp Parks, Shoemaker, Calif., or the U. S. Naval Construction Training Center, Camp Endicott, Davisville, R. I.
- Musicians are to be transferred to the Receiving Station, Navy Yard, Washington, D. C., or in the cases of Negro musicians to the Naval Training Center, Great Lakes, Ill., for refresher instruction and reassignment.
- Enlisted personnel with less than 18 months sea or foreign duty immediately prior to hospitalization, those hospitalized as a result of their own misconduct and those who do not desire duty within the U. S. are to be returned to their vessel, if it is within a continental U. S. port, or transferred to the nearest receiving ship or station for assignment to further duty.

Ship's Service Items Limited To Conserve Shipping Space

In a move to conserve shipping space, new regulations concerning the items which may be stocked by ships stores, post exchanges and ships service stores afloat and overseas have been issued by the Secretary of the Navy in Alnav 47-45 (NDB, 15 March 1945, 45-234).

With one exception, only those items necessary for the welfare and personal use of authorized persons may be stocked. The exception is items of a gift or curio nature available in territorial possessions or foreign countries, which may be procured locally and stocked to meet demands.

In the past, costume jewelry and ladies pocketbooks, for example, have been shipped overseas and placed on sale—only to be purchased there and sent back to the continental U. S. as gifts, thereby taking up valuable shipping space on both trips.

THE BULLETIN BOARD

New Advancement Rules Issued for Armed Guard

Revised instructions governing the advancement in rating of armed guard crews were issued by BuPers in a letter dated 24 Feb. 1945 to COs of Armed Guard Centers (Pers-67-ez P17-2/MM).

This directive applies only to armed guard crews and not to personnel serving in ship's company at Armed Guard Centers. The following special instructions govern the advancement in rating of armed guard personnel:

To S1c:—Upon recommendation of the officer-in-charge of an armed guard crew, and after a man has maintained a mark of 3.0 in proficiency in rating and 4.0 in conduct for at least three months, advancements may be effected by the CO of the AGC as of the date of receipt of the recommendations. To be eligible for advancement from S1c to any PO rating, a man must successfully complete the general training course for all non-rated men.

To PO3c and PO2c:—After fulfilment of service and marks requirements fully qualified men may be recommended by O-in-C of AG crews for provisional advancement from S1c to PO3c or from PO3c to PO2c, subject to confirmation by examination by a competent examining board. Advancements are made by the CO of the AGC as of the date of the receipt of the recommendation. Upon successful completion of examinations conducted at the AGC or at any naval activity where a competent examining board is available, the provisional nature of the advancement is removed. In the event a man holding a provisional advancement fails to pass the examination, he is reduced to the rating held prior to his provisional advancement.

To PO1c:—After fulfilment of service and marks requirements fully qualified men are eligible for examination to PO1c at an AGC. However, not more than 10% of the total number of armed guard crew petty officers within a particular rating group may be advanced to PO1c. For instance, if there were a total of 800 boatswain's mates attached to a center (BM1c through coxswain), 80 men could be advanced to BM1c. The same system would also apply for other PO1c ratings.

The directive also provides that petty officers first class in excess of requirements, and those who have served in armed guard duties for a period in excess of nine months in a first class rating, shall, when available, be reported to BuPers for assignment to other duties.

Since armed guard duty does not normally require the services of CPOs, no provision is made in the directive for advancement from PO1c to CPO.

Mainsheet (NTC, Bainbridge, Md.)
"Top deck, starboard side, Doc—sir!"

Pin-on Insignia Approved For Wave Garrison Cap

A sterling silver and gold-plated pin-on device, a duplication of the embroidered lapel insignia worn by all Waves, has been authorized for wear on the left side of the new garrison cap by enlisted personnel, except CPOs, in the Women's Reserve. The insignia, which will be on sale this month, may be worn as soon as it is available; after 1 June 1945 the garrison cap may not be worn without the device.

Authorization of the insignia was announced by a letter from the Chief of Naval Personnel to all naval districts and NOB, Bermuda, dated 15 Mar. 1945, which set forth various other changes to be incorporated in the Women's Reserve Uniform Regulations.

VOTING INFORMATION

Pennsylvania has recently enacted legislation designed to facilitate voting by servicemen in municipal and state elections to be held in 1945. By advancing the date of the primary election three months, servicemen will now have an increased opportunity to vote at the primary election in June and at the general election in November. Further, Pennsylvania now permits the administering of oaths to military voters by commissioned and non-commissioned officers not below the rank of sergeant in the army and not below the rank of petty officer in the navy. In addition to the foregoing, the following information is the latest available on elections to be held within the near future at which absentee voting by servicemen will be permitted:

ILLINOIS

A *general* election for judicial officers will be held throughout Illinois on 4 June 1945. Officers to be elected are: a justice of the Illinois Supreme Court from the 5th Supreme Court District comprising the counties of Bureau, Grundy, Henry, Knox, LaSalle, Marshall, Peoria, Putnam, Stark and Woodford; a justice of the Superior Court of Cook County; and Circuit Court judges in all Circuit Court districts throughout the state. Eligible servicemen, members of the merchant marine and certain attached civilians may vote in the above election. Postcard applications for ballots will be accepted from servicemen and will probably be accepted from members of the merchant marine and from certain attached civilians. Applications for ballots will be accepted 30 days in advance of the election, and executed ballots must reach election officials not later than 4 June 1945 to be counted.

NEW JERSEY

State and municipal elections will be held as follows:

STATE: *Primary* elections will be held on 12 June. State officers, including members of the General Assembly in all counties, state senators in certain counties and county officers will be selected.

MUNICIPAL: Local officers will be elected on 8 May in:

Asbury Park
Audubon Park
Bordentown
Cape May City
Clark Township (Union County)
Collingswood (Borough)
East Millstone
Hackensack
Haddonfield (Borough)
Jersey City
Keansburg (Borough)
Lyndhurst Township (Bergen County)
Medford Lakes (Borough)
Millville
Monmouth Beach (Borough)
Newark
Sea Isle City
Vineland (Borough)
West Cape May (Borough)
Wildwood Crest (Borough)

PENNSYLVANIA

A *primary* election will be held throughout the state on 19 June 1945. Candidates to be chosen at this election will be: two judges of the State Superior Court, and municipal and county officials throughout the state.

Eligible servicemen, members of the merchant marine, and certain attached civilians may vote in this primary election. Ballots will not be mailed automatically or on application of a friend or relative, as in the general election of 7 Nov. 1944, but voters must make individual application for a ballot. Postcard applications for ballots will be accepted from servicemen and from members of the merchant marine and from certain attached civilians. Applications may be mailed at any time. Executed ballots must be received by the County Board of Elections not later than 26 June 1945 in order to be counted. IN APPLYING FOR ANY PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (item No. 6 on postcard).

THE BULLETIN BOARD

Guidance Centers for Veterans Established At 50 U. S. Colleges

Veterans Guidance Centers have been established in 50 educational institutions throughout the U. S. under agreements entered into by the institutions and the Veterans Administration. Main purpose of the centers is to give advice and guidance to veterans with service-connected disabilities that are pensionable and constitute vocational handicaps. However, the services of the experts in these centers are also available to all veterans undertaking education under the provisions of the "GI Bill of Rights."

Disabled veterans who are to receive vocational rehabilitation are sent to these centers for advice in selecting the courses they will take. While they are there, teachers, vocational experts, psychologists and doctors interview them and give them tests to determine what type of activity they should undertake in the hope of achieving complete rehabilitation.

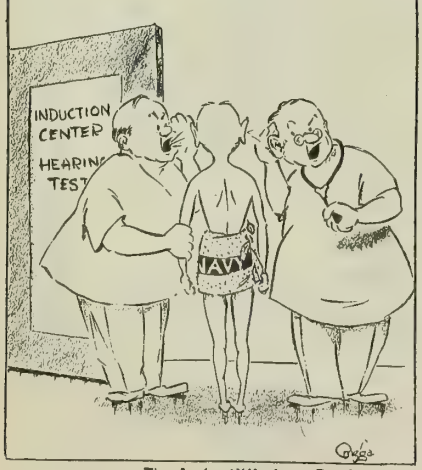
While undergoing courses, disabled veterans are paid pensions of $92 a month if single, $103.50 if married. They are also paid additional allowances for other dependents ($5.75 for each child, $11.50 for each dependent parent). The cost of the courses is paid by the Government for a maximum period of four years.

Although veterans taking educational courses under the GI Bill are not required to accept guidance or direction in selecting their courses, the Veterans Administration urges that they do so in order to make sure of getting the greatest benefit from their education.

To get the services offered at these guidance centers, veterans need only apply at the nearest regional office of the Veterans Administration. They should not go to the centers direct.

The guidance centers have been established in the following institutions (listed alphabetically):

Allegheny College (Pa.)
Arkansas State College
Brigham Young Univ. (Utah)
Brown Univ. (R. I.)
Bucknell Junior College (Pa.)
College of the City of N. Y.
Cornell Univ. (N. Y.)
Fenn College (Ohio)
Fresno Junior College (Calif.)
Georgia School of Technology
Harvard College (Mass.)
Louisiana State Univ.
Marquette Univ. (Wis.)
New Mexico State Teachers College
Newark (N. J.) College of Engineering
North Dakota Agricultural College
Ohio State Univ.
Pennsylvania State College
Phoenix, Ariz., Office of Union High Schools and Junior College Districts
Rensselaer Polytechnic Institute (N. Y.)
Rochester Institute of Technology (N. Y.)
Rutgers College (N. J.)
Sacramento College (Calif.)
Southern Univ. and A. & M. College (La.)
State Teachers College (Eau Claire, Wis.)
Syracuse Univ. (N. Y.)
Univ. of Arkansas
Univ. of Buffalo
Univ. of Chicago
Univ. of Cincinnati
Univ. of Florida
Univ. of Idaho
Univ. of Illinois
Univ. of Kansas
Univ. of Louisville
Univ. of Minnesota
Univ. of North Carolina
Univ. of Omaha
Univ. of Oregon
Univ. of Pennsylvania
Univ. of Pittsburgh
Univ. of Richmond
Univ. of South Carolina
Univ. of Toledo
Univ. of Utah
Univ. of Vermont and State Agricultural College
Univ. of Wisconsin
Utah State Agricultural College
Weber College (Utah)
Youngstown College (Ohio)



The Aorta (NH, Long Beach, Calif.)

"Brother, is he a tough one! I can hardly hear you."

Veterans Building Or Remodeling Homes Can Get Priorities Help

Any returning veteran who cannot find suitable accommodations for himself and his family is eligible for a priority to build or remodel a home. Procedures authorizing immediate priorities assistance were set up last fall by WPB and the National Housing Agency and recently liberalized.

Applications may now be approved for construction, alteration or betterment of houses to be owned and occupied by veterans unable to find other suitable quarters, and who have been separated from active military service under conditions other than dishonorable since 15 Sept. 1940.

Recent addition of word "active" to the above provision makes the priority aid available to those in an inactive status but not yet actually separated from the service.

Veterans may apply on Form WPB-2896 to the nearest office of the Federal Housing Administration, a unit of the National Housing Agency. This can be done through the builder. Approval of the application provides a priority rating for the purchase of material and equipment.

The "GI Bill of Rights," providing a loan guarantee through the Veterans Administration, enables the veteran to finance such a home with little or no cash down payment out of his own pocket, if he has a job or income which indicates that he can repay his loan on liberal terms over a long period of years.

Veterans Assured Rapid Readjustment In Navy Civilian Jobs

In a recent step to assure discharged war veterans of their rightful opportunities as civilian employees in naval establishments, the Navy has directed personnel officers of shore establishments to arrange for the appointment of a civilian veterans' placement advisor in each activity.

This civilian advisor, who must be a veteran himself, will:

- study and prepare plans for the absorption of veterans as civilian employees.
- determine the experience and skills of veterans entitled to reemployment.
- find out as far in advance of their return as possible, by communication with them, what additional qualifications they have obtained during their military service.
- find out what type of work they now desire and believe they are fitted to perform.
- determine how much training or refreshing training they will need upon their return.

Former employees of Navy establishments have the same reemployment rights as any other veteran who had a job before the war; they are entitled to their job back if the position they left was other than temporary, if they have completed their military service satisfactorily, and if they are still qualified to perform the duties of the position. Application for reemployment must be made within 90 days of discharge or separation from service.

In addition, the Navy is making extra efforts to employ those who through injuries may have become handicapped, whether they worked for the Navy before or not, and the general hiring policy in naval establishments is to give preference to former servicemen wherever possible. Any man leaving the service who wishes to obtain employment in a naval shore establishment should contact the civilian veteran placement advisor or the district personnel relations officer.

The Navy Department's division of shore establishments and civilian personnel, which administers the employment of approximately 750,000 civilians in Navy shipyards, ammunition depots, supply stations, air bases and other activities, already has placed on its employment rolls more than 15,000 war veterans and the number is growing monthly.

Of those already hired, 1,886 were former employees on military leave, 464 were former employees who had resigned, and the remaining 12,670 were discharged veterans without former work experience in naval establishments.

THE BULLETIN BOARD

Personnel on Emergency Leave or from Overseas May Receive Air Priority

Upon presentation of a statement signed by their CO, service personnel on leave in any of the following categories are eligible to receive a priority for travel on commercial airlines within the U. S. continental limits:

- Personnel earmarked or alerted for duty outside the U. S. who have been granted what is intended to be their last leave prior to departure.
- Personnel who have returned to the U. S. on leave from an overseas station or sea duty and who, upon issuance of such orders, will immediately return, after completion of leave, to duty outside the continental U. S. (Servicemen arriving for temporary duty in the U. S. from overseas will not be considered eligible.)
- Personnel who have been granted leave, due to the death or illness of a relative or for some other situation of comparable urgency.

The following statement must be presented at the time of making the reservation on the commercial airline to secure a priority:

"Pursuant to Section 1, Circular No. 372, War Department, 1944, priority for transportation by air within the continental limits of the United States during the period . . . (date) . . . to . . (date) . . . is authorized for . . . (rank or rating, full name, and Navy serial number) . . . subject to provisions of existing air priority directives and War Department circular pertaining thereto." (Signed: name, rank or rating and organization.)

Since one copy of that statement must be surrendered for each separate flight when making reservations, servicemen should make certain that they have sufficient copies to cover the number of flights contemplated.

In the event it becomes necessary for personnel to cut their leave short due to emergencies or unforeseen circumstances, COs may authorize air priorities for such personnel by wiring the following statement to them for presentation to the airlines: "Pursuant to Section..... Circular 372, WD, 1944, air priority is authorized for return to....."

(For further details see BuPers Circ. Ltr. 52-45; NDB, 28 Feb. 1945, 45-205).

Officers Leaving Service to Retain Qualification Jacket

Upon separation from the service, an officer is to retain his qualification record jacket as part of his personal file. He will be jointly responsible with the office of the activity holding the jacket for insuring its delivery to him upon detachment. This procedure was announced by BuPers Circ. Ltr. 53-45 (NDB, 15 Mar. 1945, 45-258).

Pointer (AGC, Brooklyn, N. Y.)

"Does it make you nervous to have someone read over your shoulder?"

Additional Specialty Mark Authorized; Rules Changed on Distinguishing Marks

The specialty mark illustrated here has been authorized for Storekeeper V (aviation storekeeper) by BuPers Circ. Ltr. 65-45 (NDB, 15 Mar. 1945, 45-260). This insignia is now being manufactured and will be available in the near future.

Other changes put into effect by the directive are:

- Cancelation of the distinguishing marks for seaman fire controlman, seaman signalman and seaman radioman.
- Revision of the regulations to permit only steward's mates, hospital apprentices, buglers and graduates of Class A schools to wear specialty marks as distinguishing marks. Those insignia are to be worn on the right or left sleeve, as prescribed for the badge of the rating, halfway between the shoulder and elbow.

Wave Officer Training Shifted to Washington

Training facilities for Wave officer candidates will be established this month in Washington, D. C., replacing the Reserve Midshipmen's School for Waves at Northampton, Mass., which has been decommissioned.

Approximately 15 candidates will be trained each month, most of them from enlisted ranks. While in training they will retain their enlisted ratings and will continue to receive their enlisted pay and family allowances rather than being appointed midshipmen.

Upon successful completion of the four-weeks course, approximately six will be commissioned in the Supply Corps and nine in the Hospital Corps and as line officers.

Details on requirements for enlisted Waves to be eligible for officer-candidate training are contained in BuPers Circ. Ltr. 59-45 (NDB, 15 Mar. 1945, 45-254).

First of 1945 Editions of Aviation Training Courses Now Ready for Distribution

During the coming months, 1945 editions of the aviation training course manuals, NavPers 10300 series, will reach Navy, Marine Corps and Coast Guard activities.

These 1945 editions DO NOT render the 1944 editions obsolete. Necessary changes, corrections and additions are being made in the 1944 texts and illustrations in line with the general program of frequent revision of aviation training manuals each time supplies are printed. The aviation courses represent the joint endeavor of the Naval Air Technical Training Command and the Training Activity, BuPers.

The following titles of the 1945 editions are now ready for distribution: Aircraft Instruments, NavPers 10333; Aircraft Propellers, NavPers 10336; Photography Vol. I, NavPers 10371; Photography Vol. II, NavPers 10372.

1945 editions of these titles will be ready for distribution this month: Blueprint Reading & Layout Work, NavPers 10305; Aircraft Electrical Systems, NavPers 10315; Advanced Work in Aircraft Electricity, NavPers 10316; Airplane Structures, NavPers 10331.

1945 editions of the following titles will be ready by 1 June: Advanced Work in Aircraft Radio, NavPers 10314; Aircraft Engines, NavPers 10334; Aerology Vol. II, 10362.

These will be automatically substituted for the 1944 editions when warehouse supplies of the latter are used up. Further announcement regarding 1945 editions of other titles in the series will be made at a later date.

Where to order training courses for advancement in rating: Vessels and activities in the East Coast area, address Training Activity, Bureau of Naval Personnel, Washington 25, D. C. Vessels and activities in the West Coast area, address Director of Training, 11th Naval District, San Diego. Vessels and activities in the 14th Naval District area, address Director of Training, Pearl Harbor, T. H.

Nats and Bolts (NAAS, Oakland, Calif.)

"No, sir, I don't sleep in this uniform. I sleep in my other one."

THIS MONTH'S COVERS

• FRONT COVER (and above): Marines of 28th Regiment, 5th Division, raise the Stars and Stripes on the summit of Iwo's bloody Mt. Suribachi. For the story behind the picture see page 6. (Photograph from Press Association, Inc.) • INSIDE FRONT COVER: Helldiver bombers and Avenger torpedo planes huddle on the deck of a first-line carrier as aviation machinist's mates check them for next day's operations. (Official U. S. Navy photograph.) • OPPOSITE PAGE: In Lapog Bay, Luzon, P. I., a near miss splashes off the bow of a Jap merchantman already afire from a direct hit by carrier-based planes. (Official U. S. Navy photograph.) • BACK COVER: Based on poster produced by Training Activity, BuPers.

DISTRIBUTION OF THE INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as 43-1362 in the cumulative edition of Navy Department Bulletin) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the BuPers INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the INFORMATION BULLETIN has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required: requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly.

Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of four copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

FOR PERSONAL COPIES, SEE PAGE 1.

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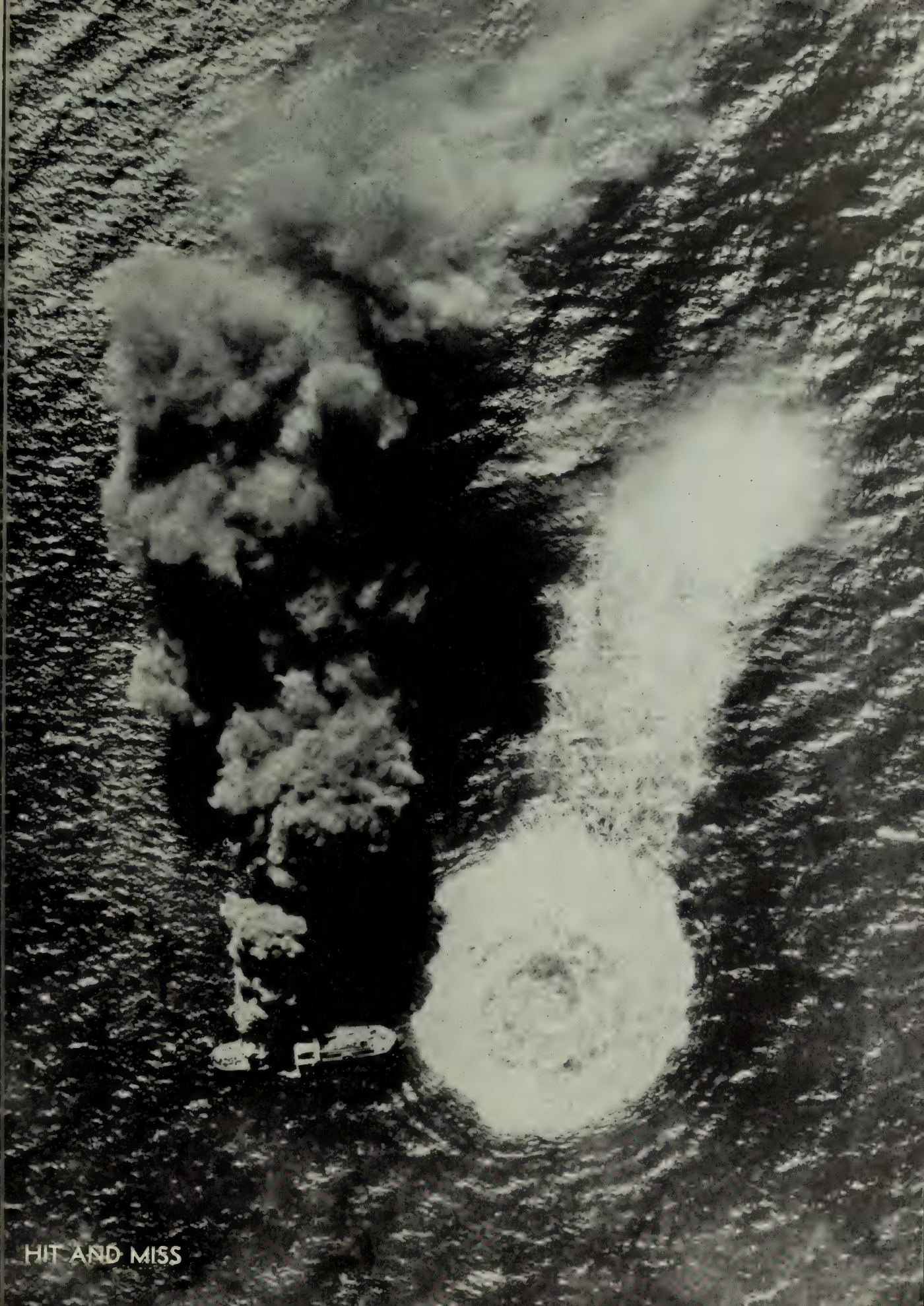

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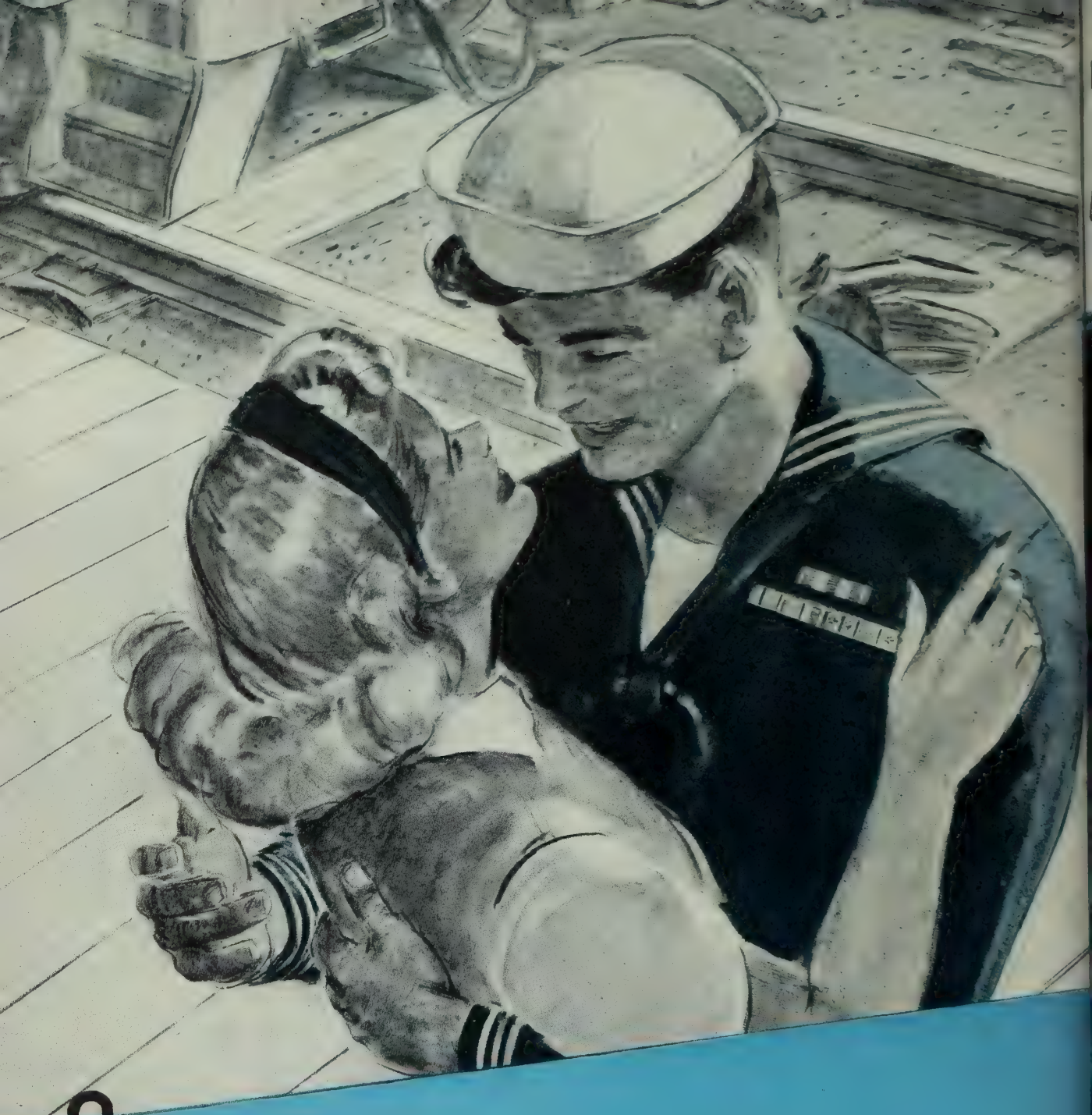


She'd rather have you than a souvenir!

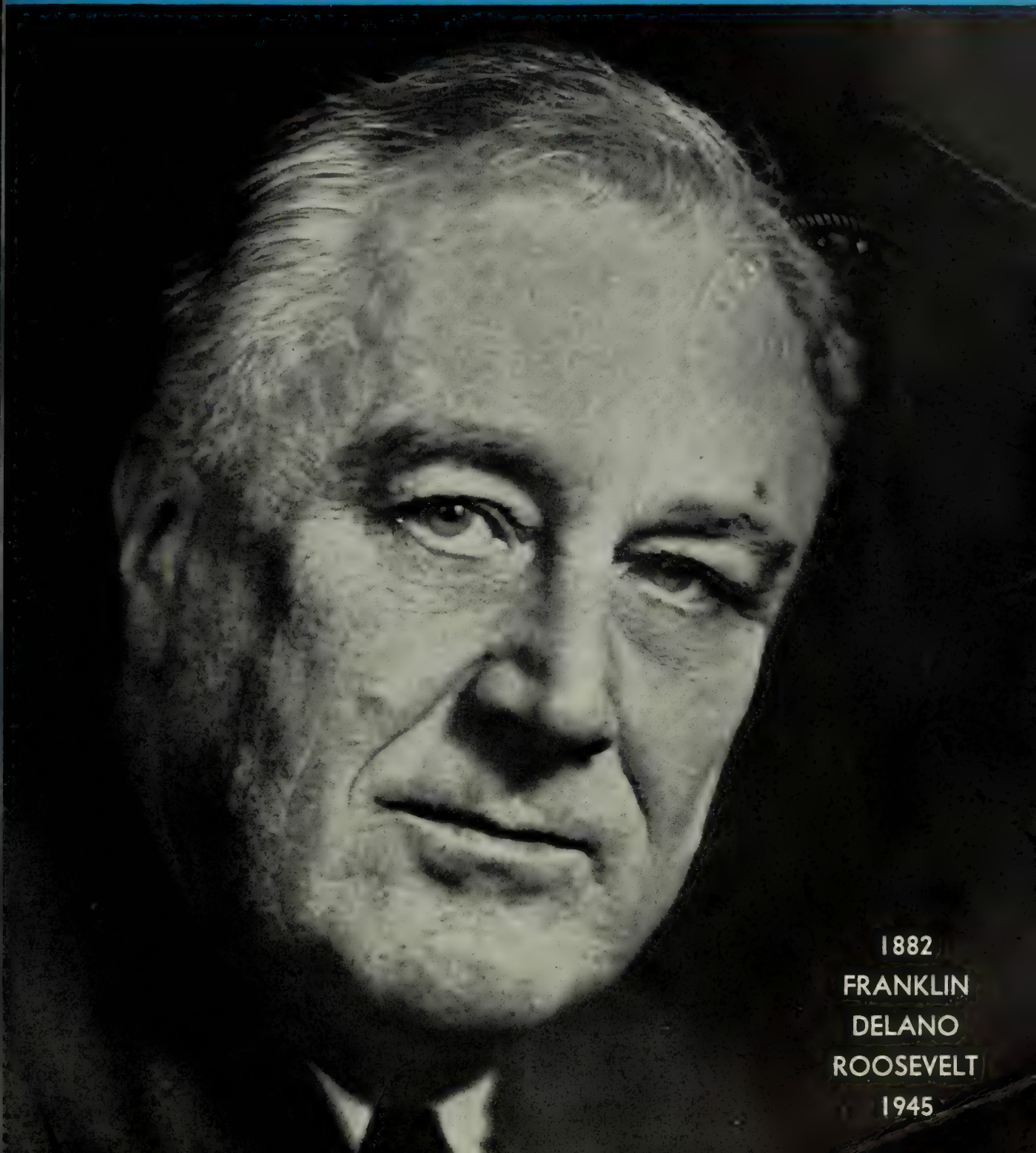
If you don't care whether you get home in one piece, don't read this. But men are being needlessly killed or wounded by "harmless" souvenirs they pick up on battlefields—Jap grenades, mortar shells, rifles, pistols. bomb fuzes. And their folks at home are being killed or maimed by innocent-looking trophies sent home from overseas . . . several killed and a dozen wounded during a single month . . . a 13-year-old boy with his right hand gone . . . two boys, 14 and 10, killed as they examined a mortar shell. If you want to get home intact yourself—and if you want to protect those at home—remember this: death is too high a price to pay for any souvenir.

BUREAU OF NAVAL PERSONNEL

INFORMATION BULLETIN

MAY 1945

VPERS-O



1882
FRANKLIN
DELANO
ROOSEVELT
1945

AMERICA MOURNS

BUREAU OF NAVAL PERSONNEL

INFORMATION BULLETIN

MAY 1945 NAVPERS-O NUMBER 338

VICE ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel
REAR ADMIRAL WILLIAM M. FECHTELER, USN
The Assistant Chief of Naval Personnel

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This magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. By BuPers Circular Letter 162-43, distribution is to be effected to allow all hands easy access to each issue (see page 80). All activities should keep the Bureau informed of how many copies are required. All original material herein may be reprinted as desired.

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 15 cents per copy; subscription price $1.50 a year, domestic (including FPO or APO addresses for overseas mail); $2.25, foreign. Remittance should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

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IT IS FOR 10 READERS

Photograph from Press Association, Inc.

Wearing familiar sea cape, President Roosevelt reviewed the Pacific fleet in 1938. With him was Admiral Bloch.

THE SAILOR PRESIDENT

Through Two Wars, He Worked Mightily For These Things He Loved: The Navy, Its Ships and Its Men

EIGHT soldiers, sailors and marines lowered the body into the grave. A file of West Pointers advanced, fired three volleys. As the last volley sounded, muffled drums began to beat in the distance, and a bugler sounded "Taps."

Franklin Delano Roosevelt, 32d President of the United States, had been committed to his last resting place, on his estate at Hyde Park, N. Y. The armed forces had lost their wartime Commander-in-Chief (see p. 41). The Navy, in particular, had lost a longtime friend, one who had seen it through two wars and brought it to the peak of its power.

More than any man who ever held the office, President Roosevelt was close to the sea, the Navy, its men and its ships.

As Assistant Secretary of the Navy from 1913 to 1920, he was a leading figure in naval affairs throughout the first World War and after it. As President, he saw another conflict looming in the '30s and found ways to build up a stronger Navy in preparation for it. Before he died, he was to see his forces on the verge of victory in Europe, and his Navy, now the mightiest in all history, battering at the door of Japan.

Some 37 years before Franklin Roosevelt died, an earlier Roosevelt—the famed T. R., Franklin's fifth cousin—had sent the U. S. Fleet to Japan and around the rest of the world on a 46,000-mile cruise to impress upon the Great Nations that the United States had attained full stature as a world power.

But the family's connection with sea and Navy went back generations before that. President Roosevelt's grandfather, Warren Delano, was sailing before he was 19 as supercargo on a ship which went to South America and China. His great grandfather, another Warren Delano, had been a sea captain of the early 1800s.

The President himself made his first ocean voyage, to Europe, at the salty age of 3. He made his first visit to the White House (at 5) in a sailor suit. His father had taken him there to see Grover Cleveland. President Cleveland, then groping with a na-

tional depression of his own, had heartfelt advice for the 5-year-old.

"I am making a strange wish for you, little man," he said. "I hope you will never be President of the United States."

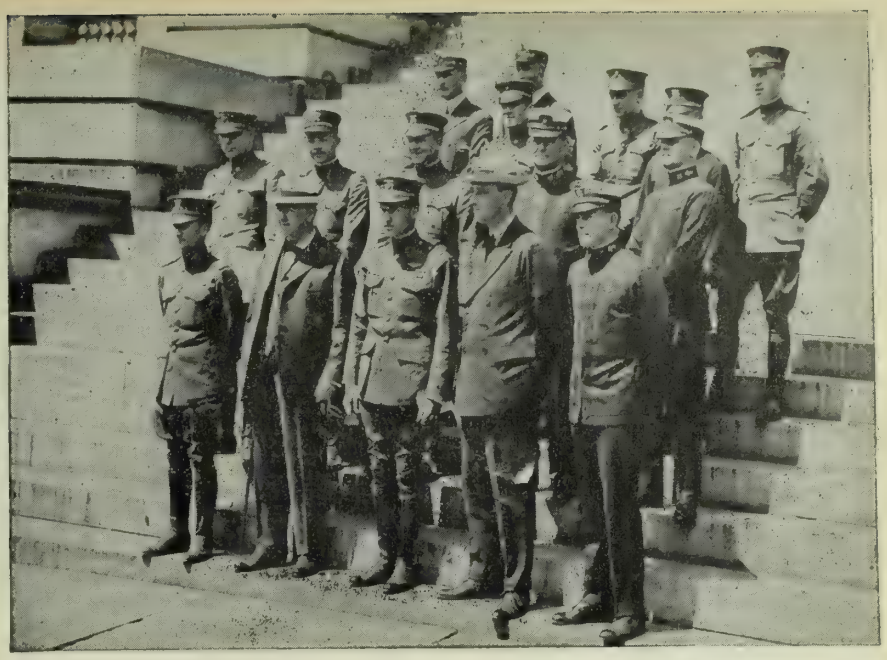
Wanted Naval Career

The young Roosevelt learned to swim at an early age, and took up sailing at his family's summer camp on Campobello Island, New Brunswick, acquiring a love of small boats which never left him. Some of his earliest reading consisted of the old ships' logs he found in trunks in the family attic. In his father's library at Hyde Park he showed a marked preference for naval history, and by the time he was 13 had decided he wanted to go to the Naval Academy at Annapolis.

Talked out of this by his father, who had other plans for him, he went to Groton, a private school in Massachusetts, and he was there when the Spanish-American War broke out in 1898. The old Navy fever rose again and he made plans with two other youths to run away on a Sunday and enlist in Boston. When the day came, however, all three of them were down with the measles.

After Harvard, Columbia Law School, and his marriage in 1905 to his sixth cousin, Eleanor Roosevelt—with T. R., then President, giving the bride away—Franklin Roosevelt went into the practice of law and later into politics. Campaigning hard for the nomination and later the election of Woodrow Wilson, he made a good impression on one of Wilson's elder statesmen, Josephus Daniels.

On the morning of Wilson's inauguration, Mr. Roosevelt ran into Daniels in the lobby of Washington's Willard Hotel, and congratulated him on his appointment as Secretary of the Navy. "And how," responded Daniels, "would you like to come to Washington as Assistant Secretary of the Navy?"



Official U. S. Navy photograph

ASSISTANT SECRETARY of the Navy Roosevelt, with Secretary Josephus Daniels, welcomed Navy NC trans-Atlantic flyers on return to U. S. in 1919.

Nothing, Mr. Roosevelt answered, would please him so much. On the way over, Secretary McAdoo had asked him if he would like to go into the Treasury Department, but, he said, "all my life I have loved ships and have been a student of the Navy, and the assistant secretaryship is the one place, above all others, I would love to hold."

As Assistant Secretary, at 31, Franklin Roosevelt was in a spot he was magnificently fitted for. In recommending his appointment to Wilson, Daniels had said, "I know he has been a naval enthusiast from his boyhood," and this enthusiasm found full outlet during the war.

He knew countless Navy officers by name, and knew his naval history better than most of them. He was interested in the construction of ships, and got to know many younger naval officers so that he could get their ideas and find out when things were wrong and what he could do to correct them.

Won Bluejackets' Regard

"He'd come aboard a new ship," one admiral recalled, "and say to me, 'See that electric clock there? That takes exactly so much money and so many feet of wire and so many man hours to build and install. If that clock hadn't been put there, we could have had two more guns.'"

To encourage swimming among officers and enlisted men in the service, so that fewer Navy men would lose their lives in the water, he issued orders that all midshipmen and recruits must learn to swim. And to stimulate interest, he offered a swiming cup for annual competition.

He won the admiration of bluejackets by an act of personal courage at San Francisco in 1915. The submarine *F-4* had shortly before sunk off Hawaii, with all hands lost. Worried about the effect of this on Navy morale, Assistant Secretary Roosevelt went aboard a submarine himself and had the skipper take him down for several dives.

Officers and civilians in Washington soon got to know that there was a live wire in the Assistant Secretaryship, and found that he had a way of slashing red tape when there was work to be done.

Once America got into the war, he tried to resign as Assistant Secretary so that he could don a uniform and get into active service. Secretary Daniels was against it, but took his

Official U. S. Army Signal Corps photograph

WAR CHIEFS conferred on cruiser on way to Yalta conference. With President are Fleet Admirals Leahy and King, and General of the Army Marshall.

request to President Wilson, who said, "Tell the young man that his only and best war service is to stay where he is." Mr. Roosevelt himself then went to see the President, but Wilson refused to let him resign.

Mine Barrage vs. U-Boats

Probably his most daring and important war achievement was pushing through the North Sea mine barrage—a project which the British admiralty did not think possible and which Admiral William S. Sims at first called the conception of a newspaper strategist.

German U-boats had the Allies worried. One out of every four ships leaving the United Kingdom was sunk before it could return. The British and French had the Straits of Dover pretty well blocked off with mines, nets and patrols, but long-ranging U-boats were leaving their bases at Wilhelmshaven and Kiel and taking the route north of Scotland. If this northern exit of the North Sea could be blocked, the submarine menace could be ended.

The plan of stretching a chain of high-explosive mines, 250 miles long, across the North Sea appealed to Assistant Secretary Roosevelt and he and a group of naval officers pressed for its adoption, finally getting their way. The mines were built in a plant near Norfolk, carried overseas by a fleet of 24 cargo vessels, and a special American squadron began laying them in March 1918.

Admiral Sims later referred to this feat as "one of the wonders of the war," and Secretary of the Navy Daniels called it "the greatest naval achievement in the World War."

"Stories of this barrage were circulated all over Germany," wrote Admiral Sims. "Sailors who had been in contact with it related the experience to their fellows, and the result was extremely demoralizing to the German submarine flotilla. The North Sea barrage was probably a contributory cause of the mutiny which demoralized the German fleet in the fall of 1918."

Assistant Secretary Roosevelt made two trips to Europe during the war, the first time to report on the operations and needs of the many American naval and aviation bases and ships in European waters. His interest in getting into uniform was still keen, and Mrs. Roosevelt wrote that he had "obtained a promise that when this was done he would be permitted to return to Europe as a lieutenant commander attached to the naval railway battery of 14-inch guns under Admiral Plunkett."

He sailed 9 July 1918 on the destroyer USS *Dyer*, which was convoying a number of transports to France. A few months later came the Armistice, and Mr. Roosevelt found that he would have to go to Europe again, this time to wind up Navy affairs in Europe, to dispose of what could be sold, ship home what could be used again, and speed up demobilization.

As Assistant Secretary of the Navy, Mr. Roosevelt's first office in Washington looked out on the White House, and was in fact only a few yards from it. The building is now the State Department, which flanks the White House to the west as the Treasury Department does to the east. In those days, War, Navy and State all shared the same building. Mr. Roosevelt was instrumental in getting the present Navy Department building constructed over on Constitution Avenue, and the Navy moved into that "temporary building" in 1918—and is still there.

The leap from Navy Department to White House took quite a few years more, but when it came Mr. Roosevelt was well prepared for it. "His experience in the Navy Department," Daniels wrote, "particularly in the war days of 1917-18, was invaluable when he became Commander-in-Chief in the conduct of World War II." When he was nominated for the Presidency at Chicago, he told the delegates he was "thankful for my Navy training."

One thing he had learned well was the value of naval preparedness, and he took steps early to see that the Navy would have a little more to fight with if another war was to come. One of the early pieces of New Deal legislation was the National Industrial Recovery Act, passed by Congress in 1933 "to encourage national industrial recovery, to foster fair competition, and to provide for the construction of certain useful public works." Luckily for America's future, it also included another clause: ". . . and, if in the opinion of the President it seems desirable, the construction of naval vessels within the terms and/or limits established by the London Naval Treaty."

Pay-Off at Midway

With this as authority, the President allocated $238,000,000 to the Navy for construction of 32 ships: 4 light cruisers, 2 carriers, 20 destroyers, 4 submarines and 2 gunboats. The carriers were the *Yorktown* and *Enterprise*, both of which participated in the first raids on the Marshalls. It was the *Yorktown* which later made a dramatic 5,000-mile run from the Coral Sea to help swing the scales in the Battle of Midway. Although sunk herself at the end of the action, she had been a vital factor in inflicting on the Jap Navy its first decisive defeat in 350 years, and the battle was a crucial turning point in the Pacific.

This construction program stimulated the shipbuilding industry to new activity and started the nation on the road to acquiring a Navy of really modern warships.

Other naval legislation followed rapidly. In 1934 the President approved the Vinson-Trammell Act, under which the Navy was authorized to be built up to the strength permitted by the Washington (1922) and London (1930) agreements.

More increases followed: on 17 June 1938, an increase of 295,412 tons, a little over 20%; on 14 June 1940, 167,000 tons; on 19 July 1940, a whopping 1,325,000 tons, almost 70% up.

Naval air strength was also being upped before Pearl Harbor. On 17 May 1938 the Navy was authorized to increase its air strength to 3,000

CHURCHILL visited President on cruiser Augusta during Atlantic Charter talks. At the left is Franklin D., Jr.

Official U. S. Navy photographs

IN ALASKA on inspection tour of Army and Navy facilities, 1944, President went fishing in Navy small boat.

Photograph from Harris & Ewing

SHIP-LOVING President received model of battleship Richelieu from French Vice Admiral Raymond Fenard.

Official U. S. Navy photograph

AT HAWAII in 1944 President talked with General of Army MacArthur, Fleet Admirals Nimitz and Leahy.

planes. Three jumps in 1940 increased this to 4,500, then 10,000, then 15,000.

Aided and abetted by its Navy President, the country was getting its seagoing forces in shape for the conflict to come.

Naval Accomplishments

Among the many accomplishments for and by the Navy during President Roosevelt's 12 years in the White House were these:

- modernization of the fleet's old battleships.
- the building of a new experimental model basin.
- the building up of a tremendous naval establishment to cope with the needs of World War II.
- gigantic expansion of naval aviation and carriers.
- the building of much needed modern fleet auxiliary vessels.
- the construction and manning of an entirely new amphibious fleet.
- more powerful warships and ordnance and the development of rickets.
- the recruiting of women for the Navy, Marines and Coast Guard.
- the addition to the nation's "first line of attack" of the mighty 45,000-tonners USS *Iowa, New Jersey, Missouri* and *Wisconsin,* as well as the 35,000-tonners USS *South Dakota, North Carolina, Washington, Indiana, Massachusetts* and *Alabama.*

During his 12 years in the White House, President Roosevelt had seven different naval officers as his aides. Although they now are all of flag rank, they were captains at the time of that duty. In order, they were: W. N. Vernou, 1932-34; Wilson Brown, 1934-36; Paul H. Bastedo, 1936-37; W. B. Woodson, 1937-38; Daniel J. Callaghan (who died a hero's death aboard his flagship, the *San Francisco,* in the Battle of Guadalcanal), 1938-41; J. R. Beardall, 1941-42; and John L. McCrea, 1942-43. At the time of his death, President Roosevelt's naval aide was Vice Admiral Wilson Brown, who returned in 1943 to serve for the second time.

Of all his White House intimates, few were closer to President Roosevelt than his personal physician, Vice Admiral Ross T. McIntire, (MC) USN, Surgeon General of the Navy and Chief of the Bureau of Medicine and Surgery. Every morning about 8:30 the President's doctor parked his car in front of the White House annex, strolled down the corridor into the main building, up the stairs and into the Executive bedchamber where the President held his daily bedside session.

Admiral McIntire traveled with the President on presidential trips and was known around Washington as "the only man who gives orders to Franklin Roosevelt."

It was Admiral McIntire who had the sad duty of announcing to the press the news of President Roosevelt's sudden death, opening a press conference called at the White House by saying to the assembled newsmen, "This is a tough one for me to have to give you."

All four of President Roosevelt's sons were in the armed forces at the time of his death, three of them in the naval service. Col. James Roosevelt, USMCR, the eldest, is on duty on the staff of a commanding officer of an amphibious group in the Pacific. Brig. Gen. Elliott Roosevelt, Army Air Forces, is CO of the 325th Photography Reconnaissance Wing. Lt. Comdr, Franklin Delano Roosevelt Jr., USNR, is CO of a destroyer escort in the Pacific, and Lt. John Aspinwall Roosevelt, (SC) USNR, is on the staff of a carrier division CO in the Pacific.

Many a Navy ship had carried Mr. Roosevelt aboard, both when he was President and earlier as Assistant Secretary of the Navy. He frequently took week-end cruises down the Potomac on the yacht USS *Sequoia,* which the government furnished for its Chief Executive. When it was decided that the *Sequoia,* being a wooden vessel, was too much of a fire hazard for its distinguished topsider, the Coast Guard cutter *Electra* became the Presidential craft USS *Potomac.*

In the first World War, Mr. Roosevelt had sailed aboard the transport USS *George Washington,* which carried Woodrow Wilson to France; the destroyer *Dyer,* which he took to Europe in 1918; the destroyer *Kimberly,* in which he sailed to visit the American naval base at Queenstown, in southern Ireland.

Peacetime days found him often aboard the *Houston* or *Indianapolis,* cruisers apparently being among his favorites. It was another cruiser, the *Augusta,* on which he sailed to the dramatic sea meeting with Prime Minister Churchill which resulted in the signing of the Atlantic Charter.

The Navy Is His Monument

Perhaps the greatest monument to the President's love of sea and Navy, and one with which he would be well content, is the Navy itself which he had helped grow to such mighty stature. The fleet which Teddy Roosevelt sent around the world in 1907-09 was a ponderous one, with its 16 first-line battleships, but it was to look like just a task force before World War II was over.

When President Roosevelt took office, the Navy's operating force plan for 1933 provided for a total of 455 vessels. By 30 June 1944 the U.S. Navy, world's largest, consisted of 1,108 warships plus 60,191 other craft, a grand total of 61,229 vessels.

At the end of 1933 the U.S. Navy had 919 serviceable airplanes on hand. On 30 June 1944 it had 34,000.

Personnel in 1933 numbered 96,227 (79,700 in the Navy, 16,527 in the Marines). On 28 February of this year the personnel strength of the U.S. Navy included 3,269,670 in the Navy itself, 474,980 in the Marines and 171,726 in the Coast Guard—a total of 3,916,376.

Franklin Delano Roosevelt, longtime friend of the Navy, had left behind him a Navy ready, willing and more than able to take up any task the nation might assign it. For a sailor President, that made quite a monument.

ON JAPAN'S DOORSTEP

FROM THE AIR bombs, rockets, bullets lulled Okinawa for the kill. This is a shot of an air attack on Toguchi, town north of where main landing was made (p. 43). British task force joined U. S. 5th Fleet forces in preliminaries.

Official U. S. Navy photographs

FLEET PLANES bomb and strafe Jap cargo ships in an Okinawa inlet. The air preparation involved 1,500 planes.

Official U. S. Coast Guard photogra

FLAG is hoisted over Aka Shima, one of Kerama Island which were taken to cover Okinawa landings six days late

HYMN OF HATE roared along Okinawa's west coast Easter Sunday morning as battleships pulled out all the stops and let fly. Then began an Easter parade, Pacific style—lines of landing craft loaded with Yank fighters.

ROCKET-FIRING LCIs also had their basket of Easter eggs to deliver to Okinawa. A beachhead was hatched.

Official U. S. Navy photographs

SUICIDE FLEET of small boats loaded with TNT was destroyed, frustrating Jap plans to ram U. S. warships.

Official U. S. Navy photograph

ARMY TROOPS of 77th Division deploy along Tokashiki beach in Navy amphtracs and ducks that ferried them in.

SPEEDING INLAND against light opposition, soldiers and marines cut the island in two the day after they landed.

Official U. S. Marine Corps photographs

ON THE DOUBLE, marines hop off for the interior over a smashed stone wall. While marines herded part of the Jap defenders into the northern corner of the island, the Army holed the main garrison up in the southern sector.

YONTAN AIRFIELD fell to the Yank assault forces the first day of the invasion. In this view from a Navy plane, American troops and tanks can be seen overrunning the field's bomb- and shell-pocked runways and revetments.

Official U. S. Marine Corps photograph

JACKPOT of painstaking preliminaries were these knocked-out Jap planes. A bulldozer cleared them from strip.

Official U. S. Navy photographs

WORRIED at first, Okinawa natives soon learned Americans wouldn't torture them as Jap propaganda predicted.

HERE'S YOUR ENEMY

HARA-KIRI is losing its sanctified popularity with the Japanese—at least, with the Japanese Navy.

Reason for this about-face on saving faces: severe losses of manpower. Seems the U. S. Navy is liquidating the Nips at such an accelerated rate that they no longer can afford to indulge in extravagant self-extermination.

Some 262,000 Jap sailors have died in this war, it was estimated last month in a report on Jap naval men and their ships prepared by the Office of War Information from material made available by the U. S. Navy and other official sources.

As a result, the remaining 850,000 Jap sailors are being told to think twice before drawing the blade.

"The willingness of Japanese to commit hara-kiri is no longer considered a virtue because so many of the Navy's best sailors have done away with themselves," the report said.

Do not, however, let the Japs' staggering losses lead you to believe that the Nipponese sailor is not one to be respected. Comic cartoonists to the contrary, the foe you face is not a goggle-eyed, buck-toothed, gibbering little idiot. Nor is he a stupid, stone-age warrior. He is a well-trained, well-educated, well-equipped fighting man.

Big-League Foe

Before the war, there were many in the U. S. who held the opinion that Japanese seamanship and gunnery were poor. Events have made it necessary to revise that opinion. Make no mistake about it: The Japanese Navy has given the U. S. Navy its first big-league test since fighting ships changed from wood to steel. We are fighting the greatest naval war in all history against a foe who is highly competent technically, and who is continuously aware of improvements in all branches of warfare. If the Japanese had certain technical equipment which has been developed by American ingenuity and made available by American industry, their fighting ability might be even higher.

Combat experience has proved that:

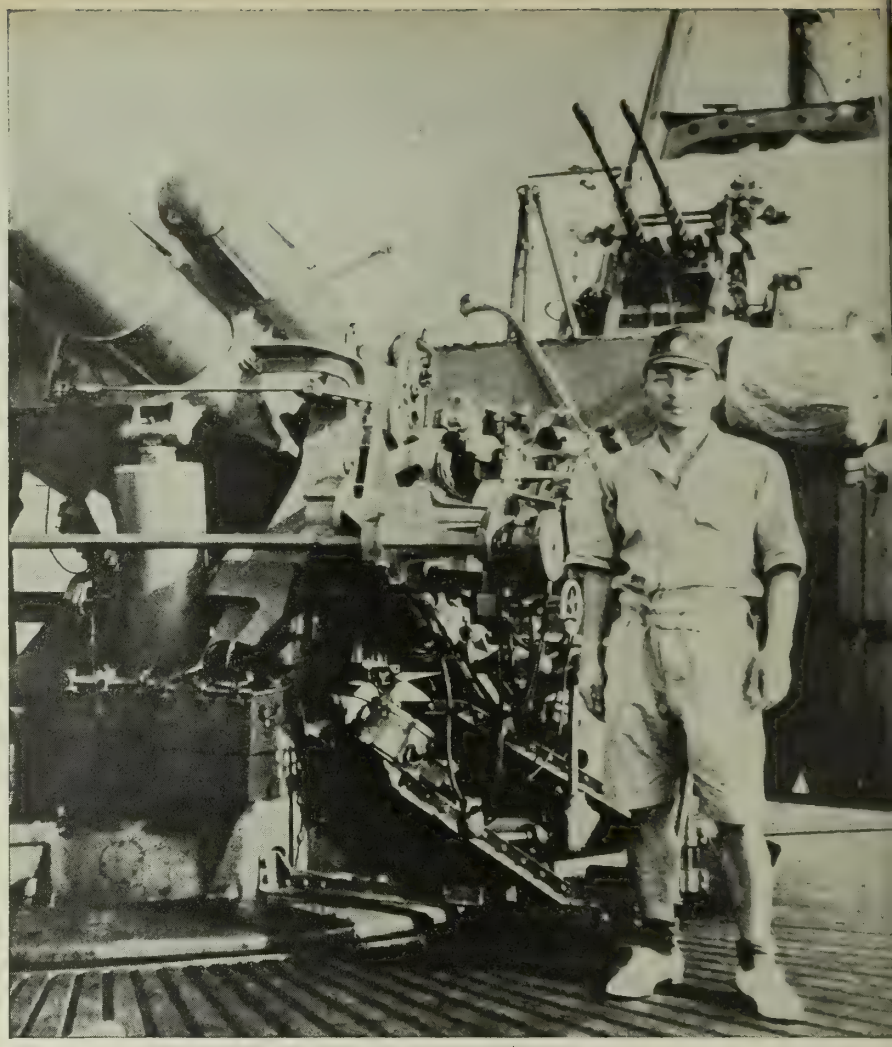
- Japanese seamanship is high.
- Japanese torpedo warfare is excellent.
- Japanese gunnery is good.
- Japanese naval officers are of high quality.
- Japanese naval vessels are excellent.
- Japanese naval men have physical endurance, loyalty, confidence, discipline and foresightedness.

Americans who know the Jap sailor best have had this to say about him:

"The Japanese are taught to be aggressive, resolute and daring. During the heat of battle, they fight without fear . . . and to the bitter end."

ENDURANCE. "The Japanese say that the loyalty of officers and men enables them to endure the hardships of a Spartan life at sea, and their men-of-war accordingly are combatant ships, even sacrificing some things which we consider basic necessities."

LOYALTY. "Training and education does much to bring to the front the devotion of the Japanese to his Emperor and country. They revere the Emperor as God, who is the head of the whole family."



THE JAP SAILOR is not a goggle-eye, buck-toothed, idiotic cartoon character. He is the well-trained, well-educated, well-equipped fighting man in this photo.

DISCIPLINE. "The Japanese sailor is easy to command. They expect orders and feel unhappy when left to themselves." (Even on shore leave, the Jap's discipline is high. If a sailor misbehaves, his officers lose face. In the rare instances when Jap seamen have been guilty of infractions, officers have been known to confine themselves to quarters.)

CONFIDENCE. "Their morale is excellent, thanks to past victories in former wars and the initial successes after Pearl Harbor. The Japanese feel themselves, man to man, superior to any of us. They believe in their divine destiny to conquer the world. They are not discouraged by single battles. They are confident they will win the war."

FORESIGHTEDNESS. "The Japanese are prudent and careful. The war has been long planned, with certain details taken care of years ago. They expect to conquer all of Eastern Asia and the Pacific Ocean and then force us to make a peace which will weaken us, and cause us to grow weaker with time."

SUSPICION. "The Japanese do not trust even themselves. They often sus-

The Japanese Sailor, Though Taking a Beating, Has Proved Himself a Big-League Fighting Man

pect the motives and words of their closest friends. In spite of their politeness, they lack sincerity."

MORBIDITY. "Japanese sailors are a picked group, taller, heavier and stronger than landsmen. Nevertheless, a considerable number of them are hypochondriac. They worry over various diseases. They are thin-skinned. When they lose face, they occasionally go to pieces."

Jap Sailor vs. Soldier

The average Jap sailor is 20 years old. The youngest is just above 14. The oldest now being accepted for active sea duty is not above 41.

This average sailor is 5 feet 4½ inches tall, weighs 124 pounds, has a chest measurement of 33 inches. In contrast, the Jap soldier is 5 feet 3 inches tall and weighs 117½. The average Jap sailor was born and raised at a seaside community. He is wise to the ways of the sea.

In peacetime 40% of enlisted personnel were conscripted, 60% were volunteers. The volunteers served at least five years, the conscripts three years. After his three-year service the conscript would then become a member of the reserves for 11 years. During this reserve period he would spend five 70-day periods of training. Of course, all reservists have now been called to active duty, and the conscripts remain in the service after completion of their three-year term.

Enlisted men can rise through the ranks to become warrant officers, and since 1942 warrant officers have been eligible for advancement to both line and staff officers' status.

There are nine grades of commissioned officers in the Jap navy. They are sho-i (ensign), chu-i (lieutenant, junior grade), tai-i (lieutenant), shosa (lieutenant commander), chusa (commander), taisa (captain), shosho (rear admiral), chusho or chujo (vice admiral) and taisho (admiral).

Admirals are appointed by the Emperor, after consultation with the Supreme War Council and the Navy Minister. Vice admirals, rear admirals and captains are selected by the Board of Flag Officers. The selection system in these grades is quite drastic.

In the lower grades, selection boards comprised of flag officers and captains are convened in the fleet and in each naval district; these boards select the eligible officers in each command and determine the relative seniority on the promotion list. Results then are submitted to the Board of Flag Officers, which makes the final decision. Excellent officers get quick promotions. Even in peacetime it is not unusual for an officer to become a commander at 37, captain at 41, rear admiral at 45, vice admiral at 49 and admiral at 55.

Officer Training

The major principles of Japanese naval education are as follows: devotion to the emperor, obedience, courage, truth and simplicity.

Japan has three naval academies:

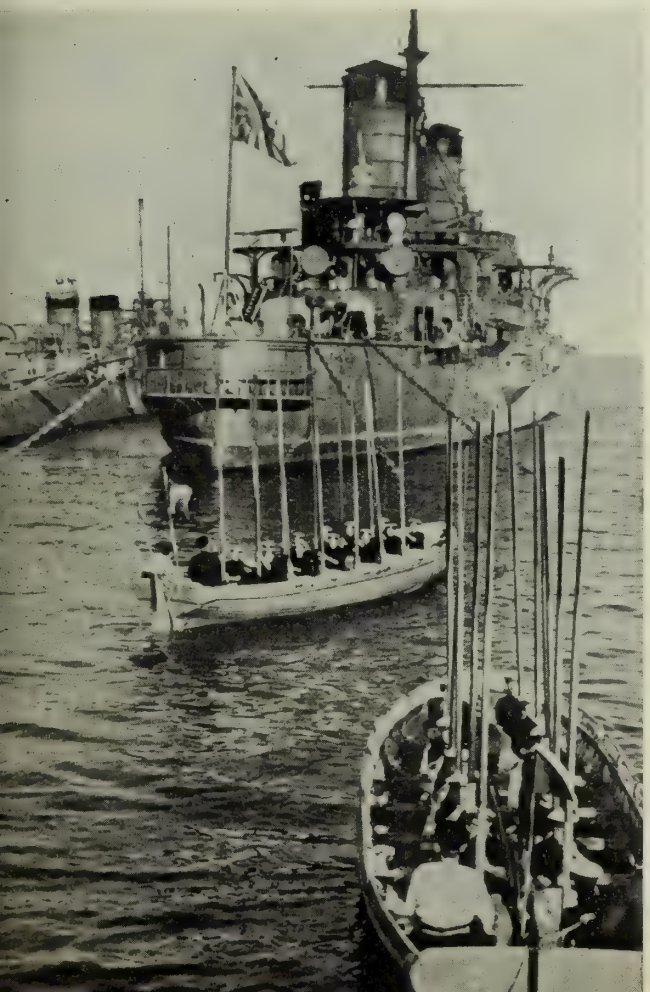
Jap Naval Personnel Losses

Jap naval personnel losses are broken down as follows by competent Allied observers:

Air Corps	25,000
Forces in garrisons, yards, etc.	50,000
Personnel en route in troop ships	10,000
Personnel aboard damaged ships	10,000
Complements of sunken ships	167,000*
Total	262,000

*This figure is approximately 75% of the complements of Jap ships lost up to 4 April 1945. In view of the fact that the Japanese do not engage in lifesaving operations if they interefere with activities on hand and that the U. S. Navy has captured a few hundred Jap sailors, this estimate is considered conservative.

BOAT DRILL, like this at Yokosuka naval base, is most important phase of Japanese Navy's seamanship training.



GUNNERY of the Jap sailor is high. This prewar photo shows two Jap Navy men cleaning an antiaircraft piece.

the Imperial Naval Academy at Etajima for line officers, the Imperial Naval Engineering Academy at Maizuru and the Imperial Naval Paymasters' Academy at Tokyo.

These academies are rated socially and professionally in that order. However, since the outbreak of the war, attempts have been made to eliminate this snobbery. But there continues to be social friction between the Jap army and navy — friction that, at times, has probably made the task of American forces easier than it might otherwise have been.

Candidates for the line officers' academy must be between the ages of 16 and 19. Most of them come from the upper middle class. Before an appointment is made, the candidate's family is thoroughly investigated to see if it is worthy of producing a naval officer. If, for example, an applicant's brother has a bad reputation, the candidate's chances for appointment would be jeopardized.

Although candidates must have had 11 years of schooling, the prewar scholastic standard was not high because the academic instruction covered merely the essentials of the technical branches. Instead, the utmost stress was and is placed upon "moral training" and, second only to that, upon physical development and endurance. Hence, the entrance requirements to the academy are stiff. In 1935, for instance, 7,000 Japanese youths applied, but only 210 survived the rigorous physical examination and competitive subject tests to gain admission. Today, with the academy's classes expanded and the wartime course shortened from four to three years, more than 400 cadets are admitted annually.

Academy regulations are strict. Rules are many and petty—both official and unofficial. Examples:

- Members of the first two classes cannot smoke.
- When on liberty, cadets may not ride in automobiles.
- Cadets may not go anywhere except on the island of Etajima.
- Cadets cannot be entertained by geishas; to enjoy such female company, they must wait at least until they are ensigns.
- Hazing by upper classmen is the rule. The three upper classes, however, get along fairly well together.

Training in Seamanship

Seamanship is stressed throughout the cadet's academy life. Small boat handling is the most important subject in this course. This small boat handling is not maneuvering in formation, but consists of basic seamanship, such as coming alongside a landing, handling a boat in a heavy sea and in a fog, and the prevention of collisions. The first half of this boat training course is carried out largely in rowboats, the second half in sail or power boats.

An expert on Japanese naval education has said that almost every small boat leaving a Jap man-of-war has a boat officer in charge. If anything happens to a ship's boat or if a ship's boat renders incorrect passing orders, the ship to which the boat belongs loses face and is discredited in the eyes of the rest of the fleet.

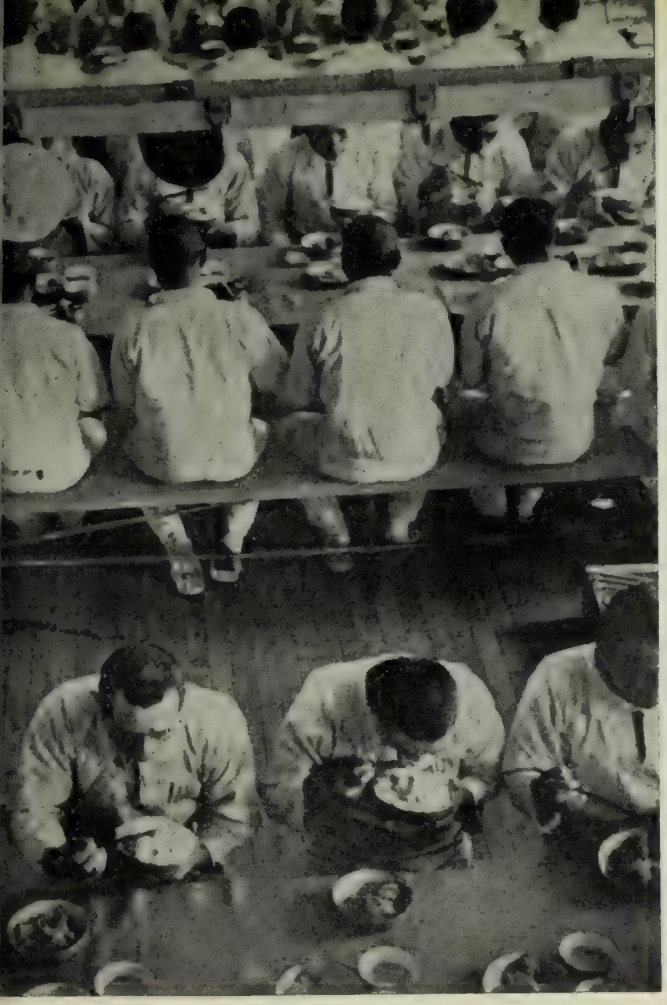
Final stage of the academy training is the graduation cruise. Upon completion of this cruise, cadets are appointed midshipmen for 10 months' specialized training before being commissioned ensigns.

While in the academy, students receive all necessary books, uniforms and the like, but are not paid any money by the government. They may, however, receive money from home. Upon graduation, a man receives about 100 yen ($23) with which to buy uniforms. Most of a newly made ensign's uniforms are converted from naval academy outfits.

The staff officers' schools—the engineering and paymaster academies—have entrance requirements and regulations similar to those at the naval academy. However, candidates may be as old as 21 in contrast to the 19-year age limit at the line officers' academy.

The higher naval college is at Meguro Station, near Tokyo. It provides facilities for lieutenants and lieuten-

JAP SHIPS, though in some respects inferior to ours, are excellent. Scattered and reduced by attrition inflicted by U. S. Fleet, however, they can no longer put on the show of strength they were able to before the war (below).



CHOW DOWN means rice in the Jap Navy's mess deck. At sea Japs go without things we consider necessities.

CAPTIVES photographed by marines at Tulagi include sailors. Sullen looks hint their feeling of superiority.

ant commanders to study strategy, tactics, history, international law, staff work, economics and advanced technical subjects. There are four regular classes of students—line officers, engineering students, special students (languages) and senior officers. The latter are able to take a strategy and tactics course of one year's duration.

During prewar days the Japanese navy gave a short (five months) course annually to 200-300 graduates of the normal schools. These young men were exposed to all the social, religious and romantic aspects of naval life and, thus, thereafter "assist considerably in disseminating knowledge of the navy."

The Japanese maintain a gunnery school on the eastern side of Yokosuka Bay, a torpedo school at Taura some three miles from Yokosuka navy yard, and a submarine school about half a mile northwest of Kure navy yard.

Submarine and Air Training

Speaking of the sub school, before the war it was believed that one of Nippon's strongest naval assets was a powerful submarine service. Yet today it appears to be the weakest link in their naval chain. Some experts still express astonishment that Jap subs didn't attempt even a token blockade of the U. S. West Coast immediately after Pearl Harbor. Observers also were surprised at the Nips' inability to cut down our convoys to the South Pacific at a time when they were inadequately protected because of a lack of fighting ships in the U. S. fleet. It is now surmised in some quarters that the Japanese are saving their submarines for a better tactical use than heretofore. (At a press conference on 8 March at the Navy Department in Washington, Fleet Admiral Nimitz expressed the belief that Jap subs have been employed extensively to support by-passed enemy garrisons. He also revealed that subs were active against our forces at Iwo Jima, but without any success; and predicted more offensive use of Jap subs as our lines draw closer to the Empire.)

It is known that Jap sub crews are as carefully selected as ours. A year ago, probably to remedy deficiencies, 500 Jap sailors were taking special courses under the German navy at Wesermunde, Hamburg and Bremen.

In regards to training of naval aviation officers, selected students of universities, colleges and high schools have been given training in various aviation subjects during their school days. Then each summer they practice what they have studied and take lessons in actual flying. After graduation, they are ordered to the Kasumi-

Jap Navy Pay

Japanese commisssioned officer and enlisted grades, their U. S. Navy equivalents and their annual rate of base pay (based on the 23-cent value of a yen in December 1941):

Taisho	Admiral	$1,518.00
Chusho (Chujo)	Vice Admiral	1,334.00
Shosho	Rear Admiral	1,150.00
Taisa	Captain	954.50
Chusa	Commander	740.60
Shosa	Lieutenant Commander	535.90
Tai-i	Lieutenant	338.10—437.00
Chu-i	Lieut. (jg)	234.60—259.90
Sho-i	Ensign	195.50
Joto Heiso	Chief Petty Officer	95.77—152.90
Heiso	Petty Officer	59.62— 79.76
Suihei	Seaman	17.11— 49.13

This pay scale does not include certain additional allowances, such as for sea duty in foreign or home waters and for posts in China. These are very large and bring the Jap pay scale up to a point comparable to other navies, considering the standards of living required. An admiral on sea duty in foreign waters, for example, would make $3,398.48 a year.

guara naval air station for advanced training.

Medical and pharmacists' corps applicants must be graduates of accredited colleges. Before receiving a commission, they must serve for six months at a naval medical school. The Jap medical corps is "strong on surgery, but weak on medicine."

Graduates of technical colleges are commissioned after completion of examinations. Civilian specialists may be given ratings as high as that of commander. Two years ago engineering and science students in the first or second years of university studies were selected after competitive examinations as students (gakusei) in the technical corps. They were immediately commissioned and ordered to the Tokyo imperial university for specialized courses in naval construction, engineering and ordnance.

The Japanese also have a construction battalion corresponding to our Seabees. However, the Jap outfit is 80% civilian.

Naval Manpower

It is estimated that the Jap navy now totals 850,000 officers and men, afloat and ashore. About 200,000 are manning the ships of their dwindling fleet, 200,000 are in naval aviation, 275,000 are in naval garrisons scattered around the Pacific and along the China coast, and the remainder is in yards, garrisons and communications centers on the home islands.

Despite its recent defeats and tremendous losses, the Jap navy has not yet reached the bottom of the barrel when it comes to manpower. Navy recruiting can still draw on well over 1,500,000 men now engaged in merchant shipping and fishing. In 1937, Japan had 364,260 fishing boats, of which 66,299 had engines.

JAPAN'S ARMY—IT'S BIG AND TOUGH

IN peacetime, as well as wartime, the professional Jap soldier is selected for military training at the ripe old age of 8 years, according to material gathered by OWI from the War Department and other sources.

If the 8-year-old Nip is physically and mentally fit, he at once starts drilling at least two hours weekly as part of his regular education. At 14 to 15, the youth-soldier enters a military apprenticeship and upon graduation from school is rated a corporal.

Long before the war, Jap males (17-to-40), excepting those physically unfit or guilty of certain crimes, had to put in two years' military service. Now all between 17 and 40 must serve at least three years. Exempted are highly skilled technicians and skilled workers in airplane industries, arsenals and munitions factories.

The average Jap soldier is 5 feet 3 inches tall, weighs 117½ pounds. (U. S. soldier is 5′ 8″, 145 lbs.)

He and his officers are well trained. A Jap conscript often receives the bulk of his training right in operational areas. For instance, the Chinese theater has been used to give trainees garrison duty and sometimes even combat experience. Officers and non-commissioned officers are largely products of Army schools, where, despite national customs, training is progressive, thorough and modern.

The Jap soldier is a good fighting man—especially hardy. An entire battalion can march more than 20 miles in a day; special patrols have covered 60 miles from midnight to the next afternoon without resting.

Speed is a cardinal tactical principle with the Japs, who often attack prematurely. They take full advantage of natural cover and understand thoroughly the importance of camouflage. However, despite their extensive training and confidence in the bayonet (for relaxation they play at bayonet practice) they have not been outstanding in close combat.

Japs seem able to match Americans in practically every fighting quality except one: individual initiative. Committed to a plan, they follow it to the end, even when it's apparent it should be abandoned or modified. When an officer is killed, the initiative of the whole unit is greatly impaired unless another officer of equal rank appears.

Educationally, the Nip is equal to the doughboy. The literacy rate for all Japan is 99.6%. The professional Jap soldier has had the equivalent of two years' high school education—the average of the U. S. soldier.

Between 40 and 50% of Jap soldiers have studied English and 20-25% speak it "efficiently." Many Americans, failing to remember this English-speaking ability, have been fooled fatally by "friendly" calls or fake commands. It should be well to remember Japs cannot pronounce "l."

A common American impression that Japs are much more stolid than other people is erroneous. The Japs are emotional, trained in repression all their lives. In tight spots, they are likely to "blow up." This accounts, in part, for their futile "banzai" charges when trapped.

It is a fallacy that Japs are an imitative rather than a creative people. Jap inventiveness is considerable and is limited only by a scarcity of technically trained manpower and machine power. Major Jap Army weakness seems to be their artillery.

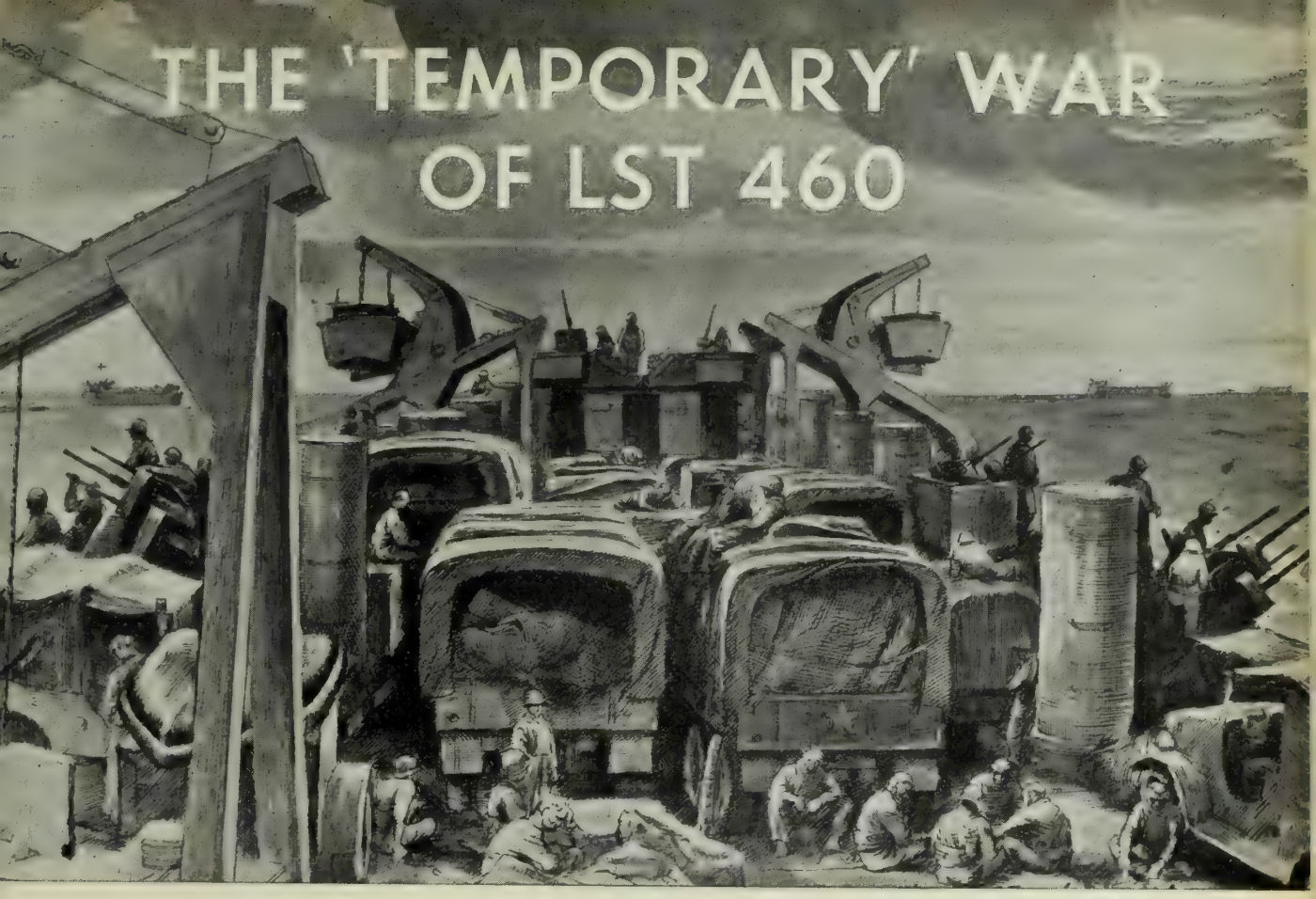
Secretary of the Navy Forrestal at a recent press conference, estimated the total of Japanese-controlled troops at about 5,000,000, including service divisions and puppet troops, and "she may be able to increase that number." According to the OWI report, some 2,000,000 troops are believed in China.

"To defeat Japan ultimately," Secretary Forrestal said, "we and our Allies must be prepared to deal with this force. . ."

CONCEALED fighting is the specialty of Jap soldier.

TRAINING is given the Jap Army mainly in the field.

THE 'TEMPORARY' WAR OF LST 460



Lt. (jg) Mitchell Jamieson, Navy Combat Artist

She Started with a Green Crew, a Black Cat and a Few Red Faces—But Survived Nine (and a Half) Invasions

IT shouldn't happen even to an LST: Getting stuck on a sandbar right in front of Jap artillery . . . wandering accidentally, at night, to the head of a convoy about to land on Leyte . . . dropping her ramp on a beach that hadn't been secured yet . . . and being assigned to "temporary duty" that included several invasions, plus her own sinking.

Those were only a few of the events in the life of one LST, the *460*, recently lost in the Philippines after a long and lively combat career that ranged from Munda to Mindoro.

They call the LST the backbone of invasion armadas—a lumbering, 328-foot, 4,000-ton hunk of steel that crunches up on an enemy shore, drops its huge jaw on the beach and spews out tanks, trucks and men.

Large Slow Target

To the logistics man, an LST is "the largest floating garage in the world." In the book, it's listed as a Landing Ship, Tank. To the men who live on one, it's the Large Slow Target.

LST 460 was only one of many, but her life was typical of what can happen on (and to) an LST. It included the mishaps of a green and untrained crew in the early stages of the war—and it included also a remarkable series of combat missions: Rendova, Munda, Vella Lavella, Bougainville and Treasury Islands, Green Island, Hollandia, Morotai, Leyte and Mindoro.

The beginning of that career was anything but glorious. One of the *460's* surviving officers recalls that in the days when the *460* first started out, back in the winter of 1942-43, training was sometimes so fast that if you bent over, you missed most of it.

"We had one week of training at Norfolk," he said. "Then we went out to the West Coast to take over our ship."

At Norfolk there had been seven crews training aboard the LST at the same time, all trying to squeeze into quarters meant for one, and trying to learn about the ship without stumbling over each other. The officers had had their seagoing indoctrination at Tucson, Ariz.—"riding the mirages." They were trained for any one of three kinds of landing craft: LSTs, LCTs and LCIs. When they arrived at NOB, Norfolk, they were asked what they'd done in civilian life and what kind of ship (of the three) they preferred for duty.

Teachers and Lawyers

Three of the officers had been teachers, three lawyers. "Lawyers?" said NOB. "And teachers? We'd better put you fellows on a *big* ship—you'll have more people to talk to." So they drew an LST.

Assignment of billets followed. The only officer who'd been to sea before was the skipper, an old regular, formerly CQM. He assigned the three teachers as communications and navigation officer, first lieutenant and engineering officer. One lawyer became exec. That left two to choose between gunnery and supply. The one who'd gone duck-hunting once became gunnery officer.

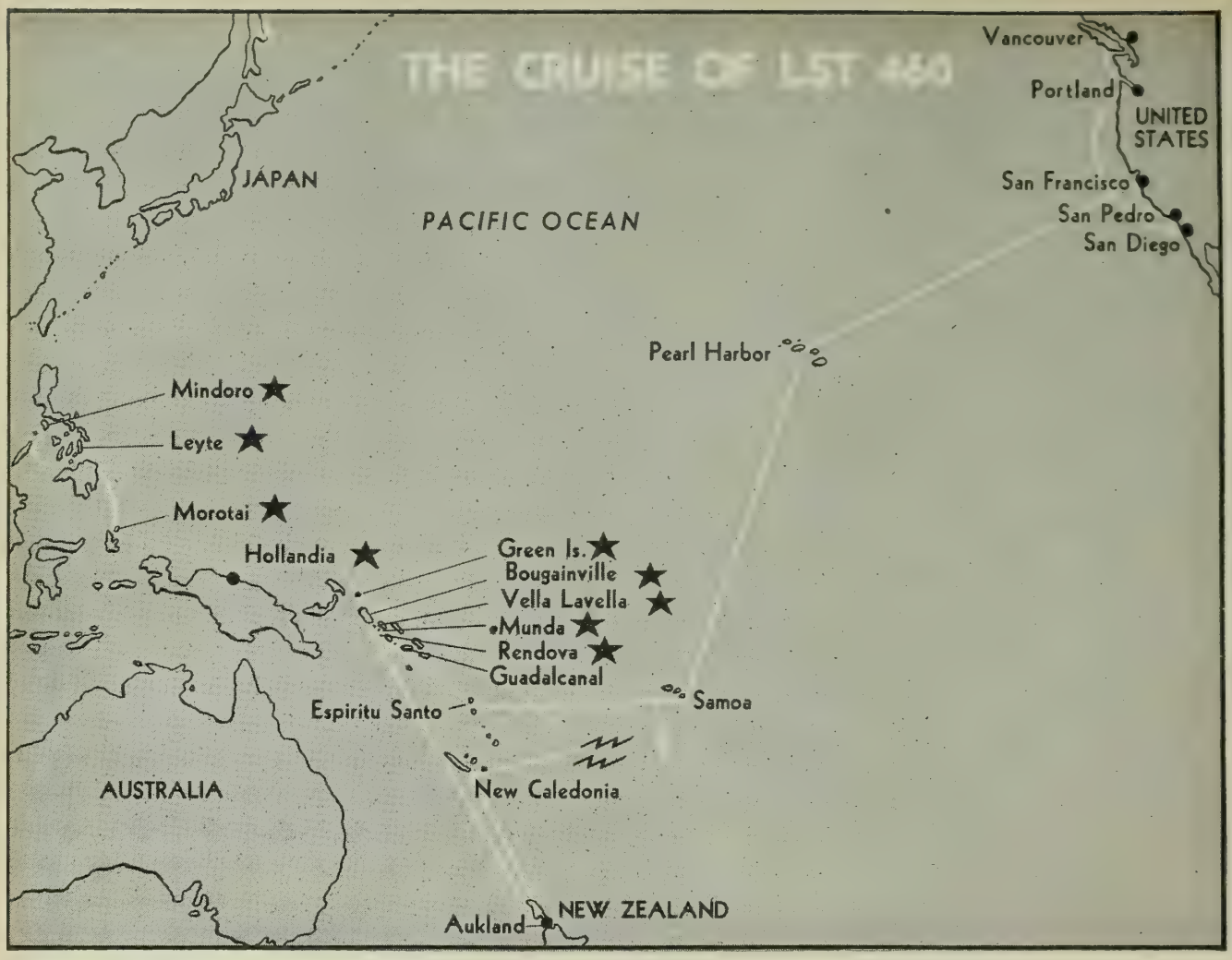
With the billets settled on this engagingly informal basis, officers and crew of the *460* set off across country by special train for the Kaiser Shipyards at Vancouver, Wash. The first time they set foot on their new ship was a half-hour before the commissioning.

"We all lined up on the fantail and got the regulation spiel: we were a green crew now, but the country had confidence in us and we were destined to become a glorious fighting unit of the United States Navy. Then, before we had time to think, they cast our lines off."

Down the Coast

That was 15 Feb. 1943. The *LST 460* had a crew of about 75 at that time, although it increased to about 108 later. Only four men in the whole crew had ever been to sea before. "You can imagine what nerve centers they were. Anything from lines to nuts, we had to find out from them and then go do it."

They sweated it out down the Columbia River to Portland, picked up their supplies and headed down the coast for San Diego. In the swells of



the Pacific they got their first taste of the peculiar roll of the lumbering LST—a quick, six-second roll that was something between a snap and a hiccup. Officers and crew promptly got seasick.

On the way down they got to know a little more of the feel and nature of their ship, explored its huge tank deck which would soon be ferrying tanks and trucks and amphtracs to invasion shores, learned the workings of its elevator to bring things down from the top deck, studied the huge bow doors and the bow ramp which had yet to drop on its first beach. When equipment wasn't being carried, there was plenty of room on the tank deck for a basketball court, and it was put to this use later in many a Pacific port. The *460* developed one of the best LST basketball teams in the Pacific, playing 50 to 60 games and losing only two.

Across the Pacific

At San Diego they got orders to go up the coast a ways for a period of "training." This consisted, as it turned out, of one practice beaching. With everybody coaching, it came off all right. Just as they were retracting from this first beaching they'd ever tried, orders were blinked to them to pick up an Army group to give them a "demonstration."

It was a demonstration, all right. Although they did everything they'd been told and tried to repeat the happy success of that first beaching, the *460* broached. They stayed there helplessly all night, and about noon next day a tug came up to pull them off. The Army group, having had a demonstration of modern landing techniques, went away very quietly while the *460* was towed to a drydock for repairs to its screws and bottom.

Orders to move on to Pearl Harbor were received with mixed emotions. Other LSTs had set out for Pearl, but nobody ever seemed to hear whether thev arrived or not. The *460*, full of gloomy rumors, expected to break in two half way across the Pacific. When they finally left, everybody was sympathetic and kind and gave them a party. It was sort of like a last friendly funeral service, they recalled.

From Pearl they went on, via Samoa and Espiritu, for Guadalcanal. The men were manning their guns a day and a half out of Guadal', scanning the sky for enemy planes as the LST crept cautiously along. "You'd have thought we were about to make the original landing," they said. Actually, the island had been secured five months before—just about the time the *460* was being commissioned.

Jap planes were still active, though. The *460* moved across to Purvis Bay and the first night there they had 12 general quarters, starting at 1800. When the first came they thought: well, this is it. After the fifth, they decided, well, anyway, thev don't get you every time. After the 12th they decided that it might not be so dangerous but it certainly was tiring.

Up the Slot

About a week later they learned they would get their first mission "up the slot," to Rendova. The two preceding LSTs that had gone up had been lost. First the *LST 340* went up; they heard she'd been bombed. Then the *341* went up; only one surviving officer came back from her. Rapidly counting on their fingers, the men of the *460* figured there was still some time before they'd get up to 460 at this rate.

But word came for the *460* to go up next. They felt a little like a scared boy walking into a dark cavern. Two minutes out of the harbor they were at general quarters, all set and rarin' to fight. All went well, the night voyage was quiet except for a few dogfights overhead, and the *460* discharged her cargo. From there on she was a "veteran" and was off on a series of combat missions excelled by few LSTs in the Pacific.

Between missions there were occasional restful periods in port. Then

the basketball court on the tank deck would come into play. The *460* would usually have movie showings on the top deck around 1830 or 1900. Often they'd invite the opposing basketball team over as guests for the movie show, then go down to the tank deck afterward, turn on the lights and put on a basketball game.

Biggest routine job, they found, was keeping an LST clean. The ship's first lieutenant used to refer to himself as "chief janitor." Tanks and trucks and motorized equipment meant oil and dirt and mud. When this cargo was discharged, everybody turned to and cleaned the tank decks and top deck before the oil and grease got too firmly stuck. Then men from shore parties would come aboard, tracking the mud and dirt of invasion shores with them. It kept the LST crew scurrying around like a frantic housewife trying to keep her kitchen clean with a neighborhood boys' club running in and out. The steel tracks of the tanks chipped and cracked the paint, too, so the paint brush became the most used weapon aboard, with a complete paint job for the decks after each mission.

Rain, Beautiful Rain

Only time they didn't have deck swabbing to do was when it rained. The men can still remember with relief a spell in Milne Bay when it rained for 30 days. At Leyte there was one spell of about 23 inches rainfall in a month.

Another busy man aboard the LST was the shipfitter, for something was always breaking down and needing repair. When the shipfitter wasn't busy himself, his shop was. The men would use it to make things for themselves or their families or their girls, hammering out a knife or ornament or bracelet.

Sometimes the LST's cargo would be human instead of armored—several hundred soldiers heading for an enemy island, or several score of wounded being brought back from a bloody beachhead. The LST's huge tank deck would be turned into a floating hospital then. They carried one and sometimes two doctors, and two pharmacist's mates. Whenever there were casualties, though, practically the whole crew became volunteer corpsmen and pitched in to help make the wounded men as comfortable as possible.

Kibitzers in the Galley

Chow usually varied according to who'd talked to the cook last. The Italian boys would wander down into the galley and show the cook how spaghetti could really be cooked. Day or two later a Greek in the crew would be giving the chef pointers on some native dish of his own. Then the southerners would chime in with some tips on how to make hot bread. Word of this varied fare apparently spread. In the Philippines a group of guerillas came to the CO of the LST and asked if they could serve aboard. Talking with them brought out the fact that they'd heard the food was pretty good. The CO couldn't take them anyway but decided that they were less interested in serving than in being served!

Holidays usually brought a fancy meal for all hands—turkey, if possible. One LST group commander used to send his men ashore at island ports and have them gather up hearts of palms. They varied the diet a bit and made a good salad—sort of crunchy, like celery. Best chance for diet varying came when another ship would come in to port. If it was a big ship, word was passed to lay up to the conning tower to identify it, then find out who knew somebody aboard. A "sponging party" would soon be formed and would set out in the LCVP to see what could be wormed or bargained out of the new arrivals.

Lt. (jg) Mitchell Jamieson, Navy Combat Artist

All set and rarin' to fight.

LCVPs were the *460's* liberty boats. They had two of them, so they decided to fix one up real pretty, making it their "Saturday night sports roadster." They did a good job of it. Too good, in fact. The flotilla CO took one look at it and said, "That's fine, just what I need."

Large Stranded Target

The *460's* first really close call came when they got orders to go up a little creek in the Munda area. It was twist and turn all the way, and they knocked several blades off one screw in the narrow channel. Just as they got stuck on a sandbar, the Japanese opened up from Kolombangara with artillery and laid down a barrage, coming step-by-step closer to the *460* as she lay there stranded on the bar. For some reason nobody yet can figure out, the barrage stopped about a hundred yards short of the ship. "I guess the deck was pretty well washed from the sweat which flowed from our pores."

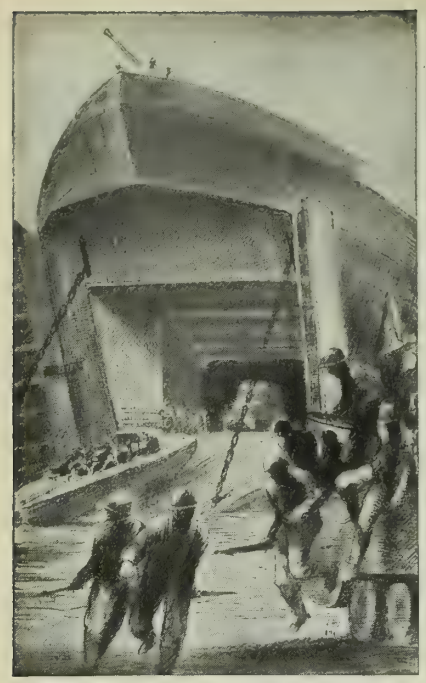
The next combat mission was to be Vella Lavella. There wasn't much point in her zig-zagging on the way as the general motion of an LST was pretty close to a zig-zag anyway. In one convoy they were in, the instructions were sent out to ships as follows: "Destroyers and transports will zig-zag. LSTs will waddle."

The *LST 460* was breezing its slow way along to Vella when word suddenly came to turn back. They found out later that the Battle of Kula Gulf was taking place, and the Navy apparently didn't figure that the LSTs' 20-mms. would turn the tide.

They went in at Vella Lavella the following afternoon around sunset, looked around, and all they saw was bodies floating around the water. No-

Lt. Albert K. Murray, Navy Combat Artist

Tanks and trucks and motorized equipment meant oil and dirt and mud.



Sometimes cargo would be soldiers.

body came out to meet them. They didn't know whether our men ashore had been wiped out or not.

The skipper got out maps to see if they'd hit the wrong place. Just then the general's aide crept out of the bushes and told them to get the hell off the beach. They retracted and that night spent nine hours under constant torpedo attack from Jap planes. Thanks to a beautiful smoke screen put up by our destroyers, the *460* came through OK, but one LST was lost and another damaged.

Any hopes the crew might have had for a short war were abruptly dispelled after Vella. When survivors came back to Tulagi, some from an LST and others from a destroyer, the crew of the *460* noted with grim amusement the different orders that resulted. Two different sets of instructions rang through the barracks. The first was: "All survivors from DD No. —— lay down to the dock for transfer to another destroyer and return to the States." This was shortly followed by: "Survivors of LST No. —— lay down to the dock in working clothes prepared to unload cargo."

LST vs. Pillbox

Hitting Treasury Island and Bougainville next, the *460* went in on the second echelon, missing most of the heavy mortar fire that met the first group. Most exciting adventure there fell to another LST which rolled up on a beach where there were two pillboxes. In what must be one of the first recorded engagements between an LST and pillbox on land, this LST nosed right up to one pillbox at the edge of the beach and dropped its heavy bow ramp smack on top of it, crushing the pillbox and smothering its crew inside. Then a bulldozer rolled off the ramp and headed for the other pillbox, the Seabee driver raising the shield before him for protection. Rolling over the pillbox, he crushed it and then backed up and pushed loads of sand over it. Later on, when men dug it out, they found about a dozen dead Japs inside and a couple of new guns.

After that came the Green Islands ("no excitement"); several weeks of resupply movements and then—orders to head for New Zealand for leave. Their welcome at Auckland was an enthusiastic one. When the New Zealanders saw the LST coming into the harbor, they lined up to meet them at the pier. Before they could even get their lines over, people were trying to pass ice cream and strawberries and other delicacies aboard to the crew.

Women! With Shoes!

This reception caught the *460* at an emotionally vulnerable time. As the months went on, they had found that their US sweethearts were more and more writing them letters which began, "Dear Joe, you know we always said we'd come right out with it if it ever happened that way, and this boy I used to know, etc., etc. . . ." As a result, officers and crew were in a fine mood of romantic melancholy. As one of them put it, "Here were the first women with shoes on that we'd seen in over a year. We all fell madly in love."

It was catching—even to the *460's* mascot, a nondescript feline known as Kittypuss. Every time the *460* beached, Kittypuss would be down there at the bow doors and be the first to go ashore, sniff around and come back. When the crew went on liberty, they'd always bring things back for the Kittypuss. New Zealand's reception was too much for Kittypuss, who found herself a perfectly lovely tom-cat. That was Kittypuss' first AOL; she stayed away from the ship overnight, for the first and last time.

After a spell in port, the *460* got orders to go to Pearl Harbor. The lift in morale was spontaneous; the war was over for a while and they were headed home. They put the engines at all flank ahead and turned them up a few knots higher than they'd ever gone before. A day and a half out the order came: "Return to Guadalcanal."

Low Spot of the War

"That," they recall, "was the low spot of the war." Spirits sank and even the ship seemed to ride lower in the water as she slogged dispiritedly back to the Solomons. Back at Guadal', they learned that the *460* was going to get temporary duty in the 7th Fleet. The "temporary" duty lasted through four major invasions, until the ship went down.

After training at Milne Bay and later at Buna beach, the *460* started to get in on some real man-size operations, beginning with Hollandia. The first beach they headed for there was actually so hot it was on fire, so she was directed to another beach. That was too shallow. The *460* headed up a creek and tried several times to beach, but could only get so far and then have to stop, so they pulled off and took up a position just off the creek entrance. That night Jap planes came over and dropped flares. The *460* had then so much ammunition and high-octane gas aboard that they would have had to treat the crew for shock if even a flare landed aboard her. Destroyers came in and drove the planes away in a running fight.

After further training, and a landing on Morotai, the *460* went up to Leyte and nearly became a one-ship task force. She was 'way back in a convoy due to hit Leyte on D-plus-2. The ship's radio went out and they couldn't see or hear anything, so they just kept plugging along through the

Illustrations by Lt. (jg) Mitchell Jamieson, Navy Combat Artist

Usually the Army unloads the LSTs while the LST crews stand gun watches.

dark, hoping for the best. When daylight broke, they suddenly found out where they were—and gulped. They were out in front, about to lead the convoy in all by their lonesome.

Towed to Mindoro

After Leyte, they went back to Hollandia and laid around awhile, after which they were ordered up to Leyte again. Something had happened to another LST so the *460* was told: "We're going to put you in on D day at Mindoro." On the way up, one engine went and the *460* kept dropping back further and further. LCIs and PTs kept going by and waving farewell to them. The prospects were not too inviting; instructions had been, "If you fall behind we will be unable to give you protection." After several hours someone apparently took pity on them and sent a tug back, another LST taking the *460's* regular position in the convoy.

The change saved the *460's* life—for the moment. They beached at Mindoro on 15 December. Cruisers and destroyers had shelled the beach thoroughly beforehand, but Jap planes came over and got an LST laying off the beach—the *472*. It was the *472* that had taken the *460*'s place in the convoy line.

On Borrowed Time

From there on the *460* felt that she was living on borrowed time. A formation of Jap planes came over, cleared her but got two ships nearby. Usually the Army unloads the LSTs while the LST crews stand gun watches. But this time the Army was busy and the beachmaster said they'd have to go down to another beach. The other beach, he added, somewhat as an afterthought, had not been secured yet. There were some troops down there, though, and he thought they had the Japs "cornered," so the *460* was to go in and unload anyway.

Of course, when they got there the Army had its hands full with Japs and didn't feel like taking time out to unload the LST. Wait around, they said: "Just as soon as we get this here beach secured, we'll give you a hand."

With seven to eight hundred drums of high-octane gas aboard, and Jap planes buzzing around in the air, the *460* had no intention of waiting. All hands turned to, secured the gun mounts, and cleared that cargo out in 32 minutes flat. Then, by way of anticlimax, it took them three hours to get off the beach. Finally a tug came along to give them a lift and they rejoined their convoy.

It was quiet on the way back, but lively at Leyte. You could tell when an alert was coming because the lights would start to go out on the beach. Then, when it was black, you'd see tracers going up, searching the night sky for Jap planes overhead.

Five LSTs were picked to load up again that night and leave the next

Several gave their lifejackets to wounded men, though they knew their own chances were lessened.

day in the second echelon for Mindoro. The *460's* crew figured they'd only had a 50% chance the first time, so here went the remaining 50%.

About noon next day three Jap planes came down through the convoy with bombs, missed and went off. It seemed the Japs liked to attack around mealtimes, which was regarded aboard the *460* as a dubious aid to digestion. About five o'clock that afternoon the ship's doctor looked up at the sky and said, "I hope those little so-and-sos aren't going to screw up our chow again." Minutes afterward, a report came in that Jap planes were headed for the convoy. They came down the outside column and peeled off, each picking a target. That was when the *460's* borrowed time ran out; she went down shortly afterwards.

Of the *460's* seven officers, three survived—the doctor, the first lieutenant and his relief, who had arrived only shortly before. About 20% of her crew was lost. Fire had ruined the small boats and davits. The *460* was towing an LCM at the time and many of the men got picked up by her. One group headed for a destroyer and threw their lines to her. Most of the survivors were picked up by landing craft. At Mindoro they headed for the fox-holes ashore. They had decided it was safer there!

Heroes

The surviving officers had many words of praise for the heroism and self-sacrifice of the men on the *460*, many of whom lost their lives on that final day. "Several gave their life-jackets to wounded men, although they knew their own chances were lessened." One of them was Gordon Spredeman, SC1c. After giving his jacket away, he tried to make it to safety himself, but is listed as missing in action.

One motor mac gave his jacket to a wounded soldier aboard (the *460* was carrying about 300 of them at the time), although chances were against his swimming to the nearest LCM. As he waited to go off over the fantail, off the stern anchor, the body of a dead soldier floated by. His shipmates told him to grab the jacket for himself, since the soldier had no use for it now. The motor mac shook his head at that, but jumped in and held on to the jacket; he got picked up later, after floating around with the dead soldier for a while.

The *460's* final injury was also her first one. Despite all her combat missions, she hadn't been scratched before (except by sandbars and such). She'd accounted for at least four planes, including the one that got her. With the possible exception of the *472*, which got it at Mindoro in her place, they think the *460* had about as many combat missions as any LST in the Pacific. Her surviving officers, brought back to BuPers to make their survivors' reports and aid in establishing casualty status and staightening out accounts, think that the *460* turned out to be a pretty good ship despite those first strange wanderings on the Pacific Coast two years ago.

FANTAIL FORUM

QUESTION: If you had complete choice of sea duty, what type of ship would you pick to serve in—and why?

JOHN L. WALDEN, SC2c, of Jacksonville, who's had duty in Eagle boats and PYCs: "Does it have to be a ship? Frankly, my first choice would be a houseboat safe and secure on a nice, quiet river way off in the middle of the dear old U.S.A. . . But, if it's got to be a regular ship and sea duty, well, I'll go back to the PYCs (coastal patrol craft). They're small ships, with small crews. Everybody knows everybody, so everybody's got to pitch in and do his share. And it's good liberty, too."

J. L. Walden

HARRY R. GALLOWAY, S1c, Idaville, Pa., formerly in aircraft carrier *Randolph:* "You can put me on a carrier any day. That's the only kind of ship for me. It's clean and big and the chow's good and you've got movies and you can bet that you'll have plenty of action."

H. R. Galloway

DENSIL PASCHALL, S1c, Hazel, Ky., formerly in carrier *Intrepid:* "What ship? I hope I never see a ship again — any kind of a ship. But if I've got to be on one, I guess I'd take a destroyer. No, I've never been on one, but I just don't ever want to be on a carrier again. Nope, I never want any part of a carrier. Why? Well, it's too much of a target—too easy to hit, if you ask me."

Densil Paschall

WALTER C. W. PEACOCK, EM1c, Jacksonville, formerly in destroyer *Sproston:* "I've served on battlewagons, heavy cruisers, old four-stacker destroyers and the big new DDs — and I'll take 'em without any question: the destroyers. You see, you can learn more on a destroyer regardless of your rate. Why? Because you are required to do all the work yourself if anything happens to any of the equipment. Destroyers don't always have tenders nursing them along like the big ships do, and neither do you have enough space aboard to carry more than one set of equipment. So when anything goes wrong, you just can't signal for the tender to come alongside and help out, and neither can you just unwrap some new piece of equipment and install it. What you've got to do is to patch up the old and make it new. And that's what I mean when I say you learn more on a destroyer."

W. C. W. Peacock

T. J. MCGINNIS JR., GM1c Parkersburg, W.Va., formerly in heavy cruiser *Vincennes:* "Another heavy cruiser. That's a cinch. The're the best ships in the Navy. They get around more and you see more. Sure a battleship gets around a little, but not like a heavy cruiser. They aren't built to travel like a cruiser. Battleships are built to fight, but a cruiser is built to scout and fight both."

T. J. McGinnis, Jr.

C. R. DAVIS, BM1c, Baltimore, tanker *Chiwawa:* "I'd stay with the auxiliary fleet. That's the best duty of all. I've been on cruisers and destroyers, and they're good, I'll admit. But the auxiliaries are better. They don't have so many regulations and they've got better chow and the duty is better all the way 'round, no matter how you look at it."

C. R. Davis

PHIL CONNELL, SF1c, Boston, destroyer *Hamilton:* "That's easy. I wouldn't have anything else but tin cans. Why? Well, that's an easy one to answer, too: Once a tin can sailor always a tin can sailor. Tin cans got small crews and you get acquainted fast with everybody. It doesn't take a year for you to meet 'em all . . . and they're regular fellows. There's something about destroyer life that makes everybody regular."

Phil Connell

One of Ernie Pyle's Last Stories:

'RIGHT INTO THE LION'S MOUTH'

By ERNIE PYLE

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IN THE WESTERN PACIFIC (Delayed) —All but six of our planes were back from their strike on Tokyo and safely landed.

The six formed a separate flight, and we couldn't believe that all of them had been lost, and for that reason our officers didn't feel too concerned.

And then came a radio message from the flight leader. It said that one of the six was down in the ocean and that the other five were hanging around to try to direct some surface vessel to his rescue. That's all we knew for hours. When we finally got the story, this was it:

Ens. Robert Buchanan, of Clementon, N. J., was hit by flak as they were diving on their target some 20 miles west of Tokyo. Buchanan himself was not hurt.

He kept his plane up till he got over the water, but it was still very much Japanese water. In fact, it was in Tokyo's outer bay—the bigger one of the two bays you see on the map leading into Tokyo.

Ens. Buchanan is an ace, with five Jap planes to his credit. He ditched his plane successfully and got out in his rubber boat. He was only eight miles from shore, and five miles from the big island that stands at the bay entrance.

Then the flight leader took charge. He is Lt. John Fecke, of Duxbury, Mass. He is also an ace and an old hand at the game. He has downed seven Jap planes.

Fecke took the remaining four of the flight, and started out looking for an American rescue ship. They found one about 30 miles off the bay entrance.

They talked to him on the radio, told him the circumstances and he sent back word he was willing to try. But he asked them to stick with him and give air support.

So Lt. Fecke ordered the other four to stay and circle above the ship, while he went back to pick up Buchanan's location and guard him.

But when he got there, he couldn't find Buchanan. He flew for 25 minutes around Tokyo Bay and was about to despair, when he began getting sun flashes in his eyes.

He flew over about three miles, and there was Buchanan. He had used his signal mirror, just like it says in the book.

In the meantime the ship's progress was slow. It took almost two hours to get there. And one by one the aerial escort began getting in trouble, and one by one Fecke ordered them home to our ship, which was getting farther away all the time.

Lt. Irl Sonner, of Petaluma, Calif., lost the use of his radio and had to leave.

Into mouth of Tokyo bay went the Navy ship to rescue flyer at point X.

Lt. Max Barnes, of Olympia, Wash., got dangerously low on gas, and Fecke sent him home. Gas shortage also sent back Lt. Bob Murray, of Muncie, Ind.

That left only Lt. Fecke, circling above the man in the boat, and Lt. Arnold Berner, of Springdale, Ark., flying lone aerial escort for the rescue ship.

Finally the ship was past the bay entrance. The skipper began to have his doubts. He had to go within three miles of the gun-dotted island. He was within five minutes' flying distance of land, and Jap planes could butcher him.

Furthermore he looked at his chart and saw that he was in "restricted waters," meaning they were probably mined. It was certainly no place for a ship to be.

The skipper radioed Fecke and said he couldn't go any farther.

Fecke radioed back and said, "It's only two miles more. Please try."

The skipper answered and said, "O.K., we'll try."

And they pulled it off. They went right into the lion's mouth, pulled out our pilot, and got safely away. Then, and then only, did Fecke and Berner start home.

They came back to us three hours after all the rest had returned. They had flown six hours on a three-hour mission. But they helped save an American life by doing so.

That night I lay in my bunk reading a copy of *Flying* magazine. It was the issue of last October, nearly six months old. It was the annual naval aviation issue.

And in an article entitled "Life on a Carrier," on page 248, was this paragraph:

"It's a mighty good feeling to know that even if you were shot down in Tokyo harbor, the Navy would be in to get you."

It had never happened when that piece was written. But it has happened now.

ERNIE PYLE KILLED BY JAP MACHINEGUN FIRE

Official U. S. Navy photograph

RECENT PICTURE of Ernie Pyle shows him as a correspondent with the Navy in the Pacific.

From the White House came word last month that Ernie Pyle had been killed. President Truman, revealing the beloved war correspondent's death in a note of condolence, called him "the spokesman of the ordinary American in arms."

All the Navy—from Secretary Forrestal, who said "the Nation owes him its unending gratitude," down to the youngest seaman on the smallest invasion craft—mourned the passing of the thin, gray little Hoosier.

Death came 18 April on Ie Island, off Okinawa, as Pyle was moving up to be with the foot soldiers. A Jap machinegunner ambushed the jeep in which he was riding with Lt. Col. Joseph B. Coolidge, USA. They dove into a ditch; then peered over the top to see if all was clear . . . "Another burst hit the road over our heads," the colonel related, "and I fell back into the ditch. I . . . saw he had been hit. He was killed almost instantly, the bullet entering his left temple just under his helmet."

Pyle, 44, long had a premonition of death on a battlefield. Once he wrote: "Somehow, I feel I'm pressing my luck . . ."

NAVY SAILS THE RHINE

PREPARING to ferry Army across Rhine to inner Germany, khaki-clad bluejackets used mobile machine shops to service LCVPs on grounds of a French cavalry school.

MOVING UP to Rhine in preliminary operations of Navy's "Drang Nach Osten," landing craft rolled through narrow street of Belgian village below on Army trailer-trucks.

Official U. S. Navy photographs

200 Miles from the Nearest Ocean Our Amphibs Took the Army Across the River after Soldiers, Reversing Traditional Navy Role, Had Carried Sailors and Their Craft to the Scene of Action

LOADING for the inland amphibious strike, Navy landing craft take aboard Army tanks in historic crossing of Rhine that set the stage for final U. S. drive across Germany.

CROSSING at point shown below was made under a shield of smoke and river mist. But for the foliage, this scene on the Rhine might be an island beach in the Pacific.

Official U. S. Signal Corps photograph

ALONG THE

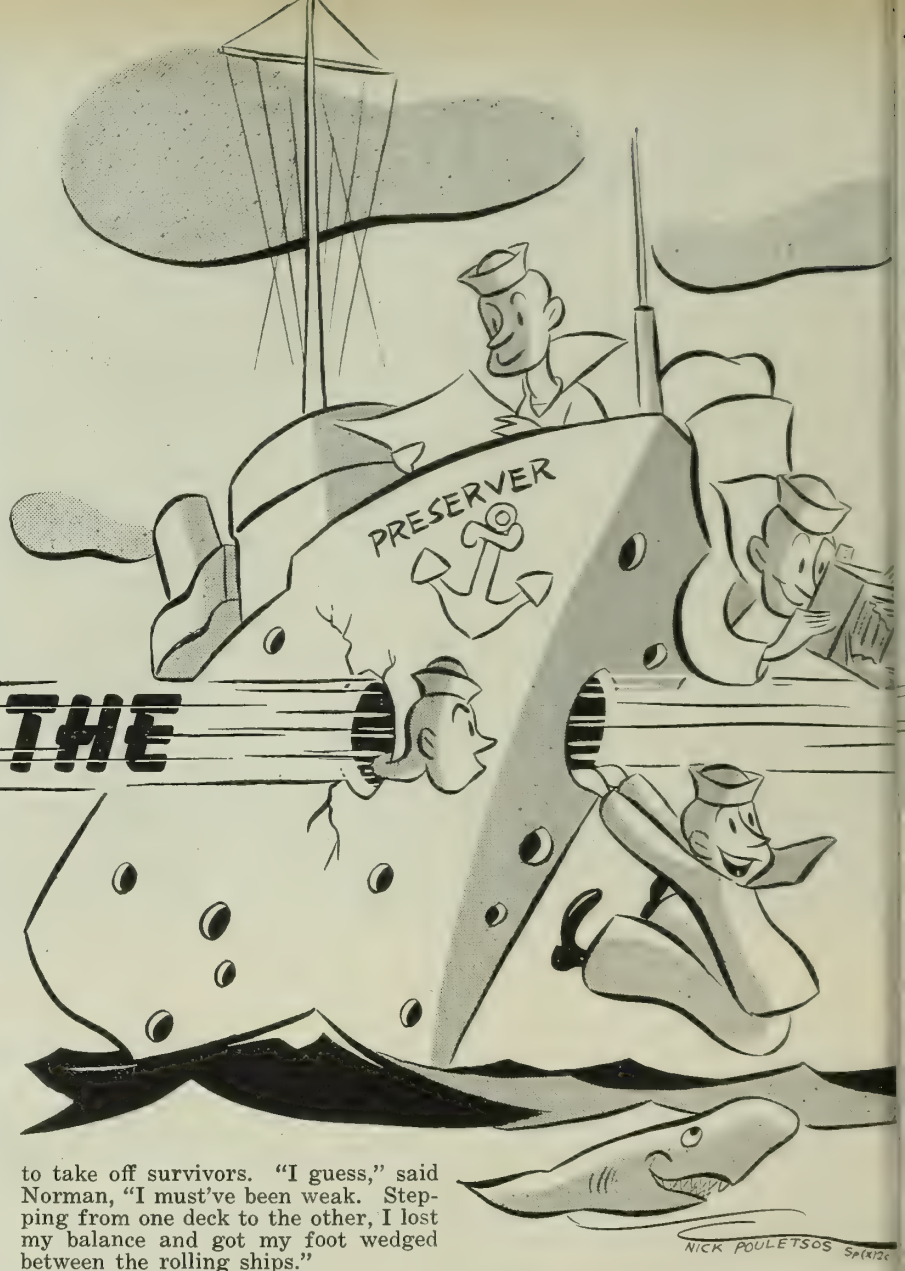
LANDING a carrier plane on water at 175 miles an hour can be likened to nudging a speeding auto to a stop against a telephone pole. . It's that safe. Lt. Comdr. Albert O. Vorse Jr., USN, not only did it, he . . . but we'll start at the beginning:

Off the southern coast of Formosa, the Camp Hill, Pa., flyer dove his bomb-carrying Hellcat through flak at a Jap destroyer. Releasing his bomb at 200 feet, Lt. Comdr. Vorse felt a terrific explosion and found his plane flipped over on its back, a large chunk chewed out of the right wing.

Managing to level the plane, he saw over his shoulder that the destroyer had exploded. Satisfied, he started limping for home. . Five times, the plane almost rolled over on its back again. He knew he wouldn't be able to land safely on the carrier's deck; nor gain enough altitude to parachute safely. He would have to land in the water . . . and at a roaring rate of speed to avoid "spinning in." So, down he came, at 175 miles an hour . . .

Thirty minutes later, drying out aboard an American destroyer, he took a census of his limbs and found that his only injury was a scratch on his knee, suffered, not in the landing, but when he climbed out of the plane into his life raft.

P. S.—Water landings are old stuff with Lt. Comdr. Vorse. This was his fourth.



His Brother's Keeper

"John could tell this story much better than me," said Norman Worstell, S2c. "Only maybe it's a good thing I'm telling it . . . he'd forget to say how he saved my life."

The 19-year-old Smithfield, Ohio, bluejacket propped himself up on his cot in a Southwest Pacific naval hospital.

"You see," he said, "John's my older brother—26. He's a seaman, too. This is the first time we've been separated since 22 May 1944. We came into the Navy on the same day, took boot together, went on leave together, got assigned to the same ship together, sunk together, sunk again together."

On 6 January 1945, the Worstell's ship lay off Luzon, belching shells from every gun during the pre-invasion bombardment. Norman, at his 5-inch mount, could see John at his 20-mm. gun. A Jap divebomber attacked . . .

"It didn't look so good," Norman grimaced. "The bomb exploded. I couldn't see anything, but I felt myself flying. I must've been blown more than 100 feet through the air and into the water. When I bobbed up, John spotted me first. He was about 50 feet away. He called: 'Norman!' I couldn't hear so good. My head phones were still on my ears with about two feet of cord trailing from them."

The brothers swam to each other and were picked up by a minesweeper. Later, a larger sweep came alongside to take off survivors. "I guess," said Norman, "I must've been weak. Stepping from one deck to the other, I lost my balance and got my foot wedged between the rolling ships."

John pulled him free, carried him across. Norman couldn't stand on the injured foot. All night he lay on the deck, John right by his side.

Just before dawn, a Jap torpedo plane attacked. "When the 'fish' hit," Norman recalled, "John dragged me to the rail, threw me overboard and dove in after me. When I came up, my foot hurt so, I almost wanted to go down again, but I felt a hand under my chin, holding me up. Sure, it was John's . . . Howdja guess?"

Supporting Norman with one hand, John swam away from the exploding ship. Norman's wounds had opened; he was fast losing consciousness. "I felt myself going. I said to John: 'Lemme go! You'll go down, too!' And he said: 'The hell we will!' "

Moments later, they were picked up by a small boat. For three days, they lay in a battleship's sick bay. On the fourth, Norman was taken off to a hospital ship.

"As we pulled away," said Norman, "I could see John at the rail, waving goodbye. . ."

What's in a Name?

No ship ever has been more fittingly named than the USS *Preserver*. This repair and salvage ship of SerForPac has been hit by a Jap bomb . . . ripped by an 8-inch shell . . . showered with shrapnel . . . damaged by a near-miss . . . and, all in all, has 27 holes or dents in its hull and superstructure.

Yet not a single casualty has occurred aboard her.

The bomb crashed into the motor room during the Battle for Leyte Gulf —but didn't explode.

The 8-inch shell dropped into the crew's washroom—which was empty.

A shell fragment slashed into an officer's bunk—but it was unoccupied.

Closest call came when a motor machinist's mate was struck in the thigh by a piece of shrapnel. But it was the flat side of the fragment that hit him, and he suffered no more than a bump.

Missed the Train

During five months' action in the Pacific, Air Group 20 participated in

the sinking or damaging of nearly 1,000,000 tons of Jap naval and merchant shipping, including five battleships, two carriers and eight cruisers. It fought 23 different actions, softening up the Palaus and Philippines, mixing with all three Jap fleets in the Battle for Leyte Gulf, sweeping over the South China Sea and attacking Hong Kong, to name a few. Its torpedo bombers and divebombers flew a total of 1,155 sorties.

Yet, throughout the five months, the 23 actions and the 1,155 sorties, the group didn't lose a single bomber!

Commander of this marauding outfit is Comdr. Daniel F. Smith, USN, of New York City and Pittsburgh, Tex. On his way home for a rotation leave, Comdr. Smith stopped off at Pearl Harbor and picked up the Legion of Merit, Silver Star, three Distinguished Flying Crosses and two Air Medals for organizing training, leading and fighting with the group.

The mission Comdr. Smith likes best is the time he was leading "20" low over a railroad track in the Philippines when his eye caught a flash of metal through leafy shrubbery. Investigating, he discovered a large number of planes hidden in a grove. The Japs, no doubt, were conserving them for a surprise attack on our fleet or its planes. Comdr. Smith promptly led the group in a devastating bombing and strafing attack which accounted for approximately 80 aircraft.

The group commander, however, disclaims all credit for this vital discovery and destruction of a dangerous secret enemy force.

"Actually," he confesses, "I was flying low along that railroad track hoping to satisfy an old ambition to blow up a locomotive. . . ."

Bomberjacks?

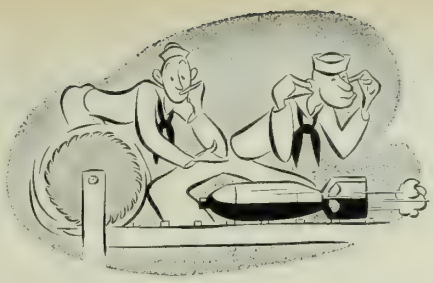
There's a logging camp out in the Admiralty Islands which makes a stateside lumberjack outfit seem about as tough and dangerous as the annual outing of the Campfire Girls (junior grade).

The camp is pitched in the heart of an area which only scant months ago crackled with sharp skirmishes between Japs and Americans. Lumbermen of Seabee Maintenance Units 609, 610, 611 and 612 not only have to cull lumber from the tropical jungle, but also pluck shrapnel from the logs; and must not only keep an eye peeled for falling timber, but also beware of live bombs in the surrounding brush.

"We always seem to hit shrapnel in the logs just as we're getting in that last lick," said Arthur G. Betts, MM1c, USNR, of Seattle, "and always when we got a new saw in. . . ."

"And bombs!" exploded Millen F. Mavlick, SF1c, USNR, of Chester, Calif. "Just the other day we picked up a thousand pounder—our men had been felling and bulling timber around it for days!"

"Yeah," sighed Lennis E. Smith,



CM2c, USNR, "and I sure was glad I could see my 'dozer tracks that day. When they picked up the bomb, whattayaknow? My track marks straddled both sides of her. . . ."

Blasted Luck

Uncounted thousands have been killed in this war by depth charges, but Robert G. Wilcox, S1c, USNR, owes his life to the explosion of one.

During the Luzon invasion, a terrific blast blew Wilcox off a minesweeper's deck. Soon as he hit the water, he was dragged by suction toward the ship's propellers.

"I thought I was a goner," Wilcox said. "It would have been like going through a meat grinder. . . ."

But just then everything went black . . . until he found himself—all in one piece—on board another ship. It was then he heard what had happened: As he was about to be dragged under by the propellers' suction, a depth charge exploded nearby, throwing him clear. He was, of course, knocked unconscious. But crewmen of the other ship hauled him out and revived him.

No Progress Tests Needed

During the Leyte invasion, Rear Admiral William D. Sample, USN, commander of a number of aircraft carriers, desired a better view of operations, so he went aloft in a torpedo plane. He lay in the "tunnel gun" position aft, observing through the window below the tail.

After zipping over the beachhead, the plane was caught by a burst of antiaircraft. Admiral Sample was severely cut on the head and shoulders.

Down from the blister, where he had been manning a .50-caliber gun, came James C. Edinger, ARM3c, USNR, of Foxburg, Pa., to give first aid.

Later, a surgeon said the excellence of Edinger's treatment helped prevent infection.

CORRECTION: Make that ARM2c instead of ARM3c . . . sure, soon as the plane landed back on the carrier, the admiral promoted Edinger.

Dream Comes True—Almost

You wouldn't have given an empty K-ration tin for his chances if you had seen Ens. William Foye, USNR, go down over Clark Field last October. His fighter was ripped by flak . . . the engine was afire . . . and the last gulp from his radio was that he was heading for Jap-infested mountains.

Back at their carrier, his squadron mates wondered and worried. Was he dead? Or a prisoner? Four months passed and the squadron shipped home for a rotation leave.

ROAD TO TOKYO

En route, the skipper had a dream about Ens. Foye. "I dreamt," he reported, "that he came back safe and sound. And, what's more, I dreamt he claimed he had shot down 20½ Japs!"

Two days later when the ship docked at Pearl Harbor, the flyers lining the rail saw a khaki figure on the wharf waving up at them. There was a wild moment of surprise; then a surge of disbelief; and, finally, a roar of recognition: It was Ens. Foye!

The reunion was a riot of back-thumping and hand-pumping. Breathless questions brought breathless answers: Yeah, he had to bail out; yeah, he landed in the mountains; nope, he wasn't hurt—at least, not much; yeah, the Japs knew he was down and were looking for him; nope, they never got hold of him; yeah, he had some close calls . . . once they came within 20 yards of a bush he was hiding in, and another time he could almost feel the hot breath of their police dogs on his trail when a heaven-sent rain came and washed away the scent.

But the squadron skipper's dream wasn't entirely true. Ens. Foye claimed only one Jap plane.

This Takes the Cake

Even in the excitement of the night before the Luzon invasion, Ronald C. Hoover, Bkr2c, USNR, placidly baked biscuits aboard his landing ship; and, next morning, cheerily baked cakes. Suddenly there was an explosion to port . . . Hoover was hurt. But, like a housewife worried that heavy footfalls might make her cake "fall," he was concerned only with: "My biscuits! I couldn't serve 'em! And my cakes! They've fallen!"

When the cakes were baked, all had a decided port list.

TRUK, END OF A BOGEY

Fleet Attack on the Japanese 'Pearl Harbor' Blasted Not Only Installations but a Myth

This article is a chapter from the recently published book "Carrier War," a review of the fleet air arm's triumphs in the Pacific from the September 1943 raid on Marcus through the Battle for Leyte Gulf. The book, a supplement to the Navy's "Battle Report" series, was written by Lt. Oliver Jensen, USNR; illustrated with pictures by the photo units of DCNO(Air), BuAer and Public Relations; and published by Pocket Books, Inc., New York.

By Lt. Oliver Jensen, USNR

"THEY didn't tell us where we were going until we were well on the way," said Air Group Nine's new commander, Phil Torrey. "They announced our destination over the loudspeaker. It was Truk. My first instinct was to jump overboard."

When even the group commanders don't know, the Navy has a real secret. The ships now steaming southwest from our new bases in the Marshalls were engaged in the most secret operation the Navy had ever attempted. Never before had it gambled for such high stakes; never before was excitement so anxious and intense.

More Than an Atoll

For Truk was considerably more than another atoll. It was more than a major Japanese air and naval base. It was a gigantic mental hazard, an aviator's bogey, a legendary, impregnable fortress to which military critics pointed shaking fingers: it had thousands of planes; it bristled with ships and guns; it would be sheer suicide to fly over it. Truk was the object of more awe than was ever lavished upon Singapore at the height of its prestige.

Nevertheless, Truk was high on the priority list of targets which Admiral Nimitz kept locked away with his war plans at Pearl Harbor. The reasons were plain. Truk lies southwest of the Marshall Islands in a commanding position north of the Solomons-Bismarck Archipelago - New Guinea area. It had long been a key position from which Japan had attacked Allied forces in those regions. Fleets had sailed from here to the battles of Santa Cruz and Guadalcanal and had returned here for repairs. From a defensive standpoint Truk protected the Carolines and was a decided threat to the flank of projected U. S. operations against the Marianas, the next island group to the north.

A Natural Fortress

Geography alone lent Truk natural strength. The long, roughly circular perimeter of its outer reef encloses a lagoon some 33 miles in diameter, studded with mountainous, formerly volcanic islands. Truk and its sister Carolines are vastly unlike the older Pacific atolls farther east. While both types have somewhat similar reefs, the Gilberts and Marshalls, for example, are only strips of flat land around empty lagoons beneath whose surfaces the ancient volcanic cones have long since settled. The land area of Truk is infinitely greater, its hills well suited to deep-set, hidden guns. Acquiring this prize from Imperial Germany during the last war and holding it thereafter as a League of Nations mandate, the Japs had made their principal settlement on the island of Dublon, one of the "Four Seasons" group which also includes Fefan, Moen and Uman ("Summer," "Autumn," "Spring," and "Winter," respectively, in the local tongue). Other groups are named after days of the week ("Monday," "Tuesday," "Wednesday," etc.) and family relationships ("Husband," "Sister," "Nephew," etc.). It was all very charming, save that the half-dozen passages leading through the outer reef of this idyllic retreat to the excellent deepwater anchorages within were vigilantly guarded.

Carefully sealed from the outside world for a quarter of a century, Truk was a place of secrets. Few white men had ever seen it. Theoretically, of course, Japan as a mandatory power could not fortify the islands, but the handful of outsiders who chanced by accident or curiosity upon Truk were rushed away with obsequious politeness, or, if they had seen too much, met with regrettable "accidents." Existing charts were only approximate. The extent and even the general location of Truk's defenses were riddles as obscure as the unsolved writings of ancient Etruria.

Off with the Lid

In fact, it was only twelve days before the fast carriers' raid that two daring Marine photographic planes finally—and partially—pried the lid off Truk. Led by Marine Maj. James R. Christensen of Salt Lake City, with Navy photographers aboard, the two planes flew a perilous 2,000-mile round trip over enemy waters from a base in the Solomons, fought their way through freak weather which iced their wings as they crossed the equator, and spent twenty minutes 24,000 feet over the target taking pictures. Caught off guard, the Japs were unable to shoot them down, and the two Liberators returned to rush their pictures to the anxiously waiting admirals.

Alas, that day over Truk had been cloudy, and the photographs were incomplete. One airfield, which later turned out to be tiny Eten Island, close by Dublon, was visible, but no others. Maybe there were more. There were numerous gun positions. Maybe there were more of those too. Afterward, during the briefings on board the carriers, the intelligence officers would tell their fliers, "Here, right here, there may be an airfield."

The fliers would look and X would mark the spot, right on a nice fleecy white cloud.

Ships, Ships, Ships

But the big thing in those pictures, the item that made everyone sit up and take notice, was a big group of ships. There were 25 of them, mostly men-of-war, which appeared through a hole in the clouds. Here was the opportune moment for which Admiral Nimitz had been waiting. The report came in even as Nimitz himself was at Kwajalein, personally prowling

TARGET: Truk smokes from fires set by

through the ruins of that island, followed by a staff which hoped anxiously that none of the lurking snipers would spot the four stars gleaming on their commander's open shirt.

At once Nimitz dispatched Spruance and Mitscher to Truk. The Navy now had golden opportunity to return a blow at a big chunk of the Japanese fleet right in its own Pearl Harbor. Moreover, the mission was a necessity, for those ships might conceivably attempt to interfere with the landings scheduled for 17 February on Eniwetok.

It was no secret that Admiral Spruance, who was in over-all command of the attack on Truk, hurried there ready, willing and eager—enormously eager—for a surface battle. To that end he had quickly stripped down the enormous force which took Kwajalein to a workable, high-speed fleet with tremendous striking power. The Japs might get the wind up and vanish, but there was always a chance that they might stand and fight. Hence Spruance took a group of the newest and fastest battlewagons, supported by cruisers and 28 destroyers. "You could tell by looking at those babies that they could lick anything afloat," commented one aviator admiringly, "but the trick was finding something to lick."

Under Spruance, Admiral Mitscher disposed the carrier portion of a slightly reduced version of Task Force 58. He had enough carriers—including the *Yorktown*, then his flagship—to send up over 500 combat aircraft. The slower CVEs were left behind to help further consolidate our positions around Kwajalein while other large carriers, including the *Saratoga*, were busy at Eniwetok. (When he discovered what was up, Jumping Joe Clifton mourned sadly that he and his boys were "missing all the gravy.")

Battle Plans

In case of a surface engagement the battle plans called for the less heavily armored carriers to stand off out of surface gun range, protecting their own battleships and attacking

the enemy's by air while the great opposing ships of the line slugged it out with their 16-inch main batteries, the cruisers and destroyers deployed on their flanks. Spruance would have what the Navy calls "tactical command," that is, run the battle, in case of a surface match; Mitscher would have it in case it was strictly an aviator's show. It was almost definitely assumed that the attackers would encounter enemy patrols — sampans, picket boats and prowling aircraft—to warn of intruders on the Emperor's domains, and a message was dutifully sent out by the flagship: "WARNING. ALL SHIPS OUTSIDE TASK FORCE ARE ENEMY."

But nothing ever appeared.

At launching time on the morning of 16 February (west longitude date), dreaded Truk, which lies only ten hours away by air from Tokyo, was but a mere 46 minutes by air from the avenging armada. And 46 minutes later, as a sweep of Hellcats streamed over the little islands in the half light of early dawn, one of the greatest all-fighter-plane battles of history began.

Fighter Against Fighter

"A Hollywood war" was what Fighting Five's skipper Ed Owen sardonically called this first big fighter scrap of the Central Pacific offensive. The sides were almost evenly matched. On that first flight there were no bombers around to be protected. It was simply fighter against fighter. There were dogfights everywhere, in a tangle of smoke and flame and hurtling aircraft in the best Cecil B. DeMille tradition.

The fighters wheeled in from north of the atoll and, in a long circle that took five minutes to complete, passed nearly around the whole lagoon. Lt. (jg) Tom McClelland of the *Yorktown* remembers feeling that Truk was deserted, that the fears everyone had felt the night before had been ridiculous. Owen, who was leading the division, broke off his section to dive down and strafe. It was just really getting light now. Suddenly a stream of tracers whipped by McClelland's fighter and, as he looked, a Jap float plane, diving from a high point of vantage, zoomed up past him into a cloud and disappeared. There were enemy fighters in the air now, plenty of them, and the low and medium cover layers of fighters were soon scrambling in a general melee.

Zeros on the Run

Then, down below, McClelland spotted a dark green Zero closing up on the tail of a section of F6Fs. Diving

Official U. S. Navy photograph

avy planes. A stick of bombs (circles) can be seen falling on the Jap base.

ACES come only four to a deck in cards but not on carriers. Here's Bombing Nine passing time on the way to Truk.

AVENGER torpedo bomber zooms over the smoking hulk of a Jap destroyer of the Asashto class plastered at Truk.

down, he opened fire and the Zero started smoking and entered a cloud. The clouds were the Zeros' protection, for Truk that day was about half covered with fleecy cumulus. Once a Zero lost the terrific speed and attack advantage from a high altitude dive, it would veer off and hide. With the initial advantage gone the Japs didn't know what to do.

"They fought as though they were in a daze," said One-Slug McWhorter, and the rest of Fighting Nine's pilots bore him out by shooting down 36 of Truk's defenders. "My wingman and I ran into three Zeros. The first had a perfect bead on me but for some reason or other didn't fire, and Bud, my wingman, knocked him down. The other two ran right into my sights, one after the other, inside ten seconds, and went down. Less than a mile away another Zero was bearing down on me. He could have got me. But, strangely, he didn't fire either. I let him have one burst and set him afire. He bailed out."

Over and Over

The same story was repeated over and over. It sounded like propaganda, like the old bar-room boast before the war: "Any American can lick any ten (Japs) (Germans) (dirty furriners)." But it was true that the Navy pilot was head and shoulders above his Jap adversary in tactics, training and teamwork. One lost *Essex* Hellcat, piloted by Lt. (jg) Eugene A. Valencia of Alameda, Calif., was attacked by six or more Jap fighters who pursued him for miles out to sea until Valencia decided they couldn't hit an elephant if it was tied down for them. So he turned, brought down three of his attackers and put the rest to rout. "Those Grummans are beautiful planes," said Valencia. "If they could cook I'd marry one."

The story of Truk was one of individual feats. It was a field day for Fighting Five. Ed Owen shot down two Japs. So did Stevens. McClelland got three. Group Commander Stebbins, who was supposed to be taking pictures and running the show, had to take time off to shoot down a Zero which attacked him. Dapper Nelson, who was new to the squadron and had never so far been on a flight when any enemy aircraft were sighted, shot down three in one hop. Lt.(jg) Teddy Schofield, the Mormon youngster from Provo, Utah, and youngest man in the squadron, brought down two, one of which "declared an extra dividend." On fire, the enemy pilot headed down to make a forced landing. Schofield followed on his tail, pouring more lead into him and watching closely. The unfortunate Jap tried to set his plane down on its wheels. Instead, one of his wings hit the ground first and then his craft started down the field in flames, spinning end over end through a row of parked torpedo planes. Promptly three of the torpedo planes caught on fire and added their flames to the pyre, but Schofield came home complaining because his cartwheeling quarry came to rest just short of hitting a big four-engine plane at the end of the row.

Top Scorer

Top score of the day, however, belonged to easy-going Bob Duncan from the clay hills of southern Illinois. Back in the fighter ready room of the *Yorktown* he draped his parachute harness over his chair, hung his Mae West, microphone and goggles on a hook, folded the writing board across his lap, lit a stale cigar, and began his terse, technical, official report, as required by Navy Regulations.

My God, every aviator thinks when he sits down to this task, you can't tell them how it feels. You can't tell them how fast it is or how terrible or how thrilling or how frightening. You can't tell them about how your legs felt and the sensation in the pit of your stomach or the exultation when you saw your bullets hit and the flames spread down his fuselage. You can't tell them about that profound feeling of relief when the prop stopped spinning and you got out stiffly and walked down to the ready room. There aren't any words to put those things on paper. You just give them the facts, Navy style, and then hit your sack.

Readers are invited to study part of Duncan's report (the "narrative summary") as a psychological experiment on themselves:

"At 1300 D-minus-one-day I took off a team consisting of myself, Burnett, Merrill and Schiller, escorting VT and VB (torpedo planes and bombers) to the target. We flew rear side cover. . . .

Rising Suns

"At this time I spotted about 10 to 15 Zekes coming at us out of the sun from about 20,000 feet, we being at 14,000. My section and Merrill's began to weave. One Zeke started an approach at myself and Burnett: he was coming in from about 10 o'clock* with good position for a high-side run, but instead he elected to flip over on his back and approach upside down. Immediately I turned in and under him where he couldn't pull through on me. He managed to hit Burnett's plane aft of the cockpit and shoot away a piece of his elevator. As the Zeke passed over us I turned toward him and caught him as he recovered with a long burst at four o'clock position from slightly below; he began to burn. (One)

"Another Zeke recovered almost straight in front of me—I got a tail shot at him from a distance but missed. He then turned back toward me and, as he passed, I turned, got a short burst and set him on fire. (Two)

"A Zeke tried to get on my tail from about eight o'clock above. I turned into him and we began several violent scissors toward each other. He fired short bursts at me twice but shot behind me each time. He then decided to go off and forget the whole thing, I guess, and started to glide toward some clouds at 4,000 or 5,000 feet. I caught up with him around 8,000 feet, however, and closed in fast on his tail, firing all the time. As I ran

*The clock system is used by fliers to indicate quickly the relative direction from which enemy planes are approaching. Consider yourself at the center of the clock face. Then a plane at 12 o'clock is dead ahead, a plane at 6 o'clock is dead astern, a plane at 9 o'clock is "broad on the port beam," i.e. on your left side, in a position at right angles to your own course. Hence a plane at 10 o'clock would have been a little forward of the 9 o'clock position.

over him he burst into flames. His only action was a gentle right-hand turn which an F6F could easily get inside. (Three)

Zero from Zero . . .

"But as I pulled out from this I blacked out and when I came to again found myself at about 4,000 feet . . . I climbed back to 8,000 feet as quickly as I could to spot a Zeke coming at me from one o'clock about 300 feet overhead . . . We approached each other head on. While still fairly far apart he began firing at me, but only a short burst. Then he quit. He was still coming straight at me and I opened up on him with my starboard guns. (My port guns had jammed.) Just as it looked like we were going to crash head on, he rolled over on his back and I pulled up. Banking sharply, I started coming around to get at him again, but evidently I had killed the pilot. Slowly he began a gliding, right-turn spiral and finally crashed into the hills of Dublon . . . (Four)"

Did Duncan's report bore you? It was quiet, factual and heroic, yet for some strange reason it probably reminded many people of a weekend sportsman telling a long story about his golf game. It was included precisely for that reason, to show the kind of heroism that has grown routine. . . .

. . . Equals Zero

The worst of the fighter battle was over in a few hours. A total of 204 Jap planes had been destroyed, 127 of them in the air. Usually, more planes are destroyed by strafing on the ground than are shot out of the sky, but this time it was not safe to make strafing attacks until the skies were cleared, and that gave more of the Japs time to get off the ground. Nevertheless, by two o'clock in the afternoon of the first day there was not a Japanese still flying, and next day not a single enemy plane took off. It had taken but a fraction of time longer to gain mastery of the air over Truk than it had over Kwajalein.

But what of the great surface battle for which Admiral Spruance had hoped? Unfortunately, it never materialized. The Jap men-of-war which the Marine fliers had spotted twelve days before had departed. Once again the Imperial Fleet was declining battle and letting another Japanese stronghold go by default. A great deal of merchant shipping and a few men-of-war still lingered within Truk's lagoon, but the U. S. battlewagons were doomed to a major disappointment. There was, however, a minor surface battle which took place when certain surface ships of Task Force 58 were sent to intercept a group of Jap vessels attempting to escape from Truk. The significance of that battle — relatively a skirmish — cannot be over-emphasized.

Task Force 58 Waits

The story begins early in the morning of the first day of the attack. Because the fleet had not retarded its clocks as much as is usual in traveling this far west, the full light of day did not come until well after eight. On the ships of Task Force 58, then lying some sixty miles northeast of Truk, word slowly trickled back to the admirals about the situation over the target: the fighter battle was in progress but its outcome was unknown. The shipping in the lagoon was mostly merchantmen—"marus" as the Navy calls them—plus a few cruisers and destroyers. It was plain that destroying them within the lagoon where our ships could not approach was a job for divebombers and torpedo planes. Wave after wave of them were launched under cover of protecting fighters and commenced their attacks.

Meanwhile, however, one individualistic, resourceful fighter pilot was doing a little exploration. His name was Lt. E. T. ("Smoky") Stover, and a word about him is in order. A famous character of the war in the Pacific, Smoky had fought in Fighting Five on the old *Yorktown* back in 1942. In those days he had shot down four Japs in his old Wildcat; once he had crashed head on into an enemy plane and still managed to get home and land. Like Jocko Clark and the present skipper, Ralph Jennings, he was one of a handful of veterans who carried the traditions of the old *Yorktown* over to her namesake. The Navy had given him a shore job but he had wangled his way back aboard ship only recently, and now he was on the prowl again. His initiative was rewarded, but at a heavy price.

Japs Run for It

Suddenly the carriers heard his voice radio open up with the flash that "three or four light cruisers or destroyers and a merchant ship" were steaming rapidly north through the long lagoon toward the North Pass. From there they could escape the blazing trap inside and pass out to the open sea. Stover went closer to inspect the fleeing enemy. Their anti-

Official U. S. Navy photographs

SMOKE marks spot where Jap warship's try at escape from Truk ended when Admiral Spruance's fleet overtook her. Note how close battleship is to target.

aircraft guns opened up. Stover was hit. Lt. (jg) Merrill, his wingman, saw him bail out, land in the water just outside the lagoon to the northeast, get in his rubber raft. Merrill circled the spot until his gas ran low, vainly trying to attract a rescue ship. Other squadron mates who searched for him afterward never found him but Fighting Five still clings to the quite reasonable hope that he may have drifted safely ashore and been captured.

Meanwhile other confirming reports followed. It was now around ten o'clock. A striking group of planes was sent from the *Yorktown* to attack the fleeing Japs in the lagoon.

Stover's news was what Admiral Spruance had been waiting for. With a fast surface force led by two battleships and two cruisers, he set out to intercept the Jap ships. But even as this eager, expectant flotilla steamed at full speed south and west for the North Pass, the *Yorktown's* attacking aircraft streaked in around eleven in the morning to strike the Japanese before they emerged from the long inner sea of the lagoon. Lt. J. W. Cooper damaged the small merchant ship (later it was decided this might have been a mine-laying vessel, instead); Ens. C. R. Van Buren made six runs on one destroyer before he finally felt that he was sure of hitting, then dropped his bomb and placed it squarely on the destroyer's bow; Ensigns A. C. Rapp, L. E. Benson and W. R. Thurston left a *Katori*-class cruiser in smoke and flames. Perhaps one ship may have been sunk here, but the others kept on.

Ship-Plane Team

The *Yorktown* attack was the beginning of close, effective liaison between ships and planes. Soon after noon, with an escort of two other Hellcats, Comdr. R. H. Dale, a carrier group commander, hastened across the lagoon, heading north. Suddenly, down below, he noticed an oil slick leading up through the North Pass and out to sea. Following this eloquent trail he at length sighted the enemy, now some 28 miles northwest of Truk. There were three men-of-war in a group, two of them anxiously circling the third, the badly smoking *Katori* cruiser which the *Yorktown* planes (and others, perhaps) had hit. Evidently the Japs were discussing over blinker lights the possibility of getting the ship away, but they found time to throw up heavy flak at Dale.

Shying away, he reported the bearing and position of the enemy to Spruance and his own ship and then, estimating that it would take the U. S. ships some 45 minutes to get close enough to open fire, he scouted out farther to make sure that no more Japs had escaped. None had, although Dale did encounter a Jap seagoing tug, no doubt unaware of the whole business, steaming south for Truk. He strafed it and set it afire.

During this 45-minute period when the undamaged Japs might still have gotten away, planes from several carriers, including the *Enterprise* and *Bunker Hill*, successively kept the enemy ships under constant harassment. Further hits were scored so that both the *Katori* cruiser previously mentioned and a *Shiguri*-class destroyer were crippled when our surface ships reached them.

One important result of these air attacks was that Spruance never lost contact with the enemy. But even more important was the effective way in which they slowed the Japs down. Every evasive turn and maneuver they undertook to escape the strafing and bombing meant added time for our battleships to draw within range.

Racing over thirty miles, Spruance at length overhauled his targets. The wounded mine-layer was sunk first, by destroyer fire, plus one or two heavy 5-inch broadsides from a battleship. Our cruisers soon dispatched the crippled *Katori*-class cruiser. She turned over on her beam ends, fighting to the last, rolled on her back and, with great gaping holes showing through her red-painted bottom, sank gently beneath the surface.

PLANE FACTS: Lt. (jg) Hamilton McWhorter, USNR, adds Jap flags to his fighter plane on his return from Truk.

Enemy at Bay

While the battleships were taking off in pursuit of one Jap destroyer (possibly a light cruiser) which was escaping, the other crippled destroyer was cornered under heavy fire from the destroyers and cruisers. Suddenly she turned at bay. As her bow came around several alert air patrols circling overhead noticed splashes a little on the destroyer's beam. The pilots nosed lower, keeping one eye on the ponderous U. S. men-of-war steaming by several thousand yards away. Suddenly one of them noticed thin, white, bubbly wakes fanning out from the crippled enemy ship. Those telltale signs could mean only one thing. The pilot called the ships by radio immediately:

"TORPEDOES APPROACHING YOU!"

He gave the bearing and range, and in the nick of time the big ships turned, with helms spinning and flank speed rung up in the engine rooms. One torpedo passed a matter of a few yards astern of one big battlewagon, while the other streaked close between the cruisers. Ships' captains said afterward that without those warnings from the air they might never have escaped being hit.

One Escapes

The Jap destroyer which had come so close to drawing blood was promptly sunk, the battleships disdaining to use their main batteries but merely blowing her out of the water with their 5-inch guns. About this time a stray Jap divebomber was shot down by carrier planes while attacking a cruiser, and a little later a destroyer sighted and sank a Jap patrol craft. In fact, the only events which marred the day for the U. S. force were the hitting of an SBD by our own flak and the eventual escape of the remaining enemy ship. After several near misses by shells from the force, she gradually drew out of range and vanished. Dale, who had been spotting for the gunners, was forced to turn back for lack of gasoline.

In the exultation of the moment, Spruance ordered his ships to hoist their largest-size ensigns, the so-called "victory flags," and, as if at a fleet review, boldly steamed around the full circumference of Truk to rejoin the main carrier force.

"That," said one aviator who was present, "is how we can win battles in the future. Teamwork is the answer. We find them and slow them down. The battlewagons close in and pretty soon there aren't any more 'possibles' and 'probables.' They're all 'definitely sunk!'"

Thundercloud

While this naval battle had been proceeding to the north, carrier bombers and torpedo planes had been pounding remorselessly at Truk itself. Every fifteen minutes fresh blows were delivered at the battered anchorages and airfields—in spite of antiaircraft which one pilot said looked to him like "a big, black thundercloud rolling right up toward you."

For two days this process continued, unloosing a record weight of destruction on the trapped Jap ships, although, necessarily, less attention could be paid to the ground installations. As for records, one torpedo squadron alone dropped 49 tons of bombs. That was Torpedo Five.

Set alongside statistics of two and three-thousand-ton raids in Europe, these figures seem small and petty—until the damage inflicted is considered. The big bombers usually aim at a general area from an altitude of some five miles. Hard-working carrier planes fly many sorties a day and go down as low as a few hundred feet for specific targets—ships, pillboxes, gun positions. Instantaneous-fuse bombs must be dropped from a little greater height (2,000 or 3,000 feet) if

the plane is not to be blown up by the explosion below, but that is still low enough to pin-point a target.

Now study what Torpedo Five accomplished with those 49 tons: it scored 21 direct hits on enemy ships, and 35 near misses, which often do great damage. Ten of the hits were scored by six planes in a skip-bombing attack. It made 27 hits on specific ground installations, knocked out three enemy bombers parked on a field. One ensign, J. J. O'Sullivan of St. Louis, Mo., a man to gladden the heart of the most acidulous taxpayer, made two separate runs through the antiaircraft barrage to make sure that all four of his costly bombs, dropped in pairs, would hit. This is not exactly "barrage" fire! As a result he scored two hits each on two ships in the lagoon.

One of the most impressive performances of the war was turned in by Torpedo Squadron Seventeen, which sank one light cruiser of the *Tenryu* class, one *Menikaze*-class destroyer, two oilers and two cargo ships, scoring hits on four other cargo ships. Of their 37 torpedoes dropped, 18 hit enemy ships. The cruiser was sunk about 25 miles southwest of Truk by six TBFs, hurtling in at 280 knots (over 300 m.p.h.) in a fan-shaped pattern through a heavy but inaccurate antiaircraft fire put up by the wildly circling cruiser. The first torpedo hit almost under the bridge, setting the ship afire and blowing her almost into a reversed course. Her bow went down into the water until only the turrets remained above. The fire died out, then erupted wildly again in a series of explosions. As the torpedo planes finally left, the Japs were abandoning ship. In a similar fashion, next day, Torpedo Seventeen cornered the destroyer and split her into two sections which sank from sight within 90 seconds.

Blows in the Night

During the night between the two days of attack, both sides traded blows. The Japanese had flown planes in from other bases just before dark, but there were only some five to ten, a sorry commentary on the state of their air power in the Carolines. Unfortunately one of these planes scored a damaging torpedo hit on one of our carriers—the only damage inflicted on our ships at Truk and the last scored in the Pacific until the battle of Saipan in June. The carrier temporarily lost steering control but was soon able to reach a navy yard under her own power by alternating the use of her twin propellers.

The Navy's return punch was much heavier. It was pushed home by Torpedo Squadron Ten. It was a moment for which that squadron had been preparing a long time, and it went back to an idea which a Navy flier named Bill Martin had been thinking about for years. William I. Martin, commanding officer of Torpedo Ten, was a big, tall, brown-haired flier who sported a Clark Gable moustache. He came to the Naval Academy from a small town in Missouri, then went into aviation. Fascinated by aerial gadgets, he wrote a Navy training booklet on instrument flying, taught it at Corpus Christi, then came to the fleet. About a year ago, he began to mull over an idea, the idea that carrier planes, attacking by night with the use of all the newest instruments and devices, could sink enemy shipping twice as well as by day. They could come closer without detection, pick up their targets and destroy them without fighter cover, saving time and effort.

Torpedo 10 Prepares

The full story of the plans Martin and his associates worked out during the year that followed cannot be told just yet; but the great project was ready in February 1944. Torpedo 10 had gone through long, intensive training in simulated night attacks with friendly ships. Each man had been carefully assigned to his job. Flying with the skipper himself was not the usual enlisted radioman but a young Boston lieutenant who had taken the project so closely to heart that he had spent his one 25-day leave from the Pacific attending radar classes at M.I.T. in Cambridge. His name was Lieut. William B. Chace.

One day about a week before the raid, Martin went out to the forecastle for exercise, fell and came back rubbing his arm. The pain grew worse. The doctors looked at it—a broken arm. "No flying for you, Martin," they said, "until that arm heals up."

Martin grumbled a little, but decided to wait. The week went by—they came to Truk. The strike was scheduled for the night of February 16-17. Martin tried to talk his way into flying again. No luck. Then he gathered together the air group commander, the exec, a doctor, and the air officer, Comdr. Tom Hamilton, former two-year All-American football star of the Naval Academy. Leading these dignitaries to a plane parked on the flight deck, Martin clambered into the cockpit and told them to watch while he proved he could manipulate the controls. Hamilton looked on carefully.

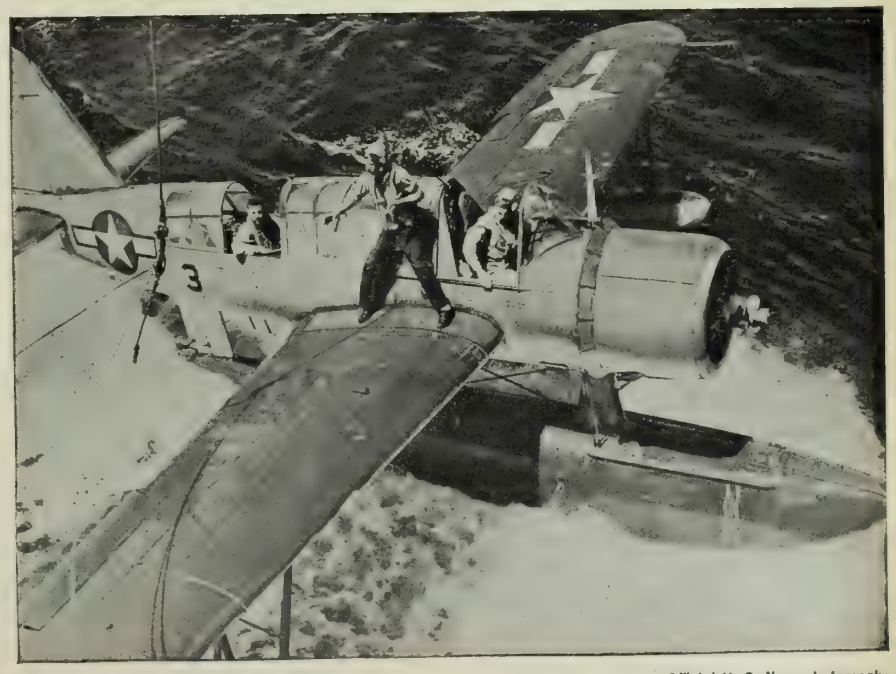
Rudder and stick were easy to move. Then, with the lame arm, Martin reached for the tabs and tugged gingerly. They didn't budge. Martin winced.

"Pretty stiff tabs on this plane," he apologized.

"Yes, I guess they are, Bill," said Hamilton, smiling.

So Martin was on the bridge as an unhappy onlooker four hours before sunrise on 17 February. Without him, the big TBFs took to the skies, rendezvoused at low altitude and started in low toward Truk, running lights burning until they left the force. The moon, a thin crescent, furnished a little light and here and there were occasional clouds. A good night for the job.

The lead had been turned over to a tall, rangy Mississippian, Lt. Van Eason, the squadron skeptic, convinced, as he often said, that night bombing wouldn't work, but willing to try. Chace was flying with him, manning the instruments below in the radio compartment while, above, the radioman kept watch at the turret gun. Torpedo 10's twelve planes were alone in the air. Going down low, to 500 feet, they bored in steadily the 100 miles to Truk, to a point just east of the outer reef, then by prearrangement split into two sections: one of seven planes, led by Lt. R. W. Nelson of Great Falls, Mont., and Lt. B. F. Kippen of Gloucester, Mass., to approach Moen and Dublon from the northwest; the other of five planes,



Official U. S. Navy photographs

SHOT DOWN in Truk lagoon, Lt. (jg) George Blair (rear cockpit) is rescued by scout plane flown by Lt. (jg) Denver Baxter and Reuben Hickman, ACRM.

led by Eason, to attack ships in the Dublon-Eten Island anchorage from the east.

Attack

Now the pilots began gaining speed and dropping down — 500 feet, 400, right down to 250, a deadly altitude in daytime. Eason had Dublon dead ahead. Below, Chace hugged his instrument panel. Then suddenly a ship's light went on to the north, the bright floodlights of a hospital ship lying in the lagoon. If this ship knew enough to illuminate its big red crosses, then certainly the Japs had been alerted. A warning flare arched up from Moen Island. There was no doubt about it now. Flashes appeared on the ground, bright licks of flame, then tracers and shells exploding high overhead. The Japs were firing in all directions at once, with plainly no idea where the attacking Americans could be.

Each of the TBFs carried four 500-pound bombs, rather than one big one-tonner, in order to be able to attack more than once. Each bomb carried a short delayed-action fuse.

To the north the seven-plane group had found a row of ships now in Moen anchorage. One by one, at short intervals, the TBFs were speeding down the line of merchantmen, carefully selecting a target, approaching, dropping a pair of bombs, and turning away from the ship's antiaircraft fire to prepare for another run. The other group followed suit. Eason, the skeptic, leading.

A Near Miss

For the first 20 minutes, before they could find their targets, the Japs' antiaircraft was terrible. Eason's plane first attacked a cargo ship, and Chace, sprawled prone on the bottom of the plane, watched through the little hole in the tail of the TBF from which the 30-caliber tunnel gun usually fires. The bombs straddled, one on each side, starting a small fire on the ship's deck. A near miss. Swinging away, Eason commenced a new approach, twisting, turning, finally finding a new target with Chace's help. Sometimes the target would turn out at the last moment to be a coral islet and that meant starting all over again. The antiaircraft was getting all too accurate now. The enemy gunners had spotted the TBFs sputtering exhaust flames. Eason and Chace were hit slightly, but that was nothing, for seven of Torpedo 10's planes came back with holes in them, and one, piloted by Lt. Lloyd Nicholas of Elcor, Minn., didn't come back at all.

Now Eason was heading for another ship. Chace saw her—a tanker—flash by a few hundred feet below, saw the bomb hit the deck. There was an agonized pause—then a blinding flash. The tanker's after deckhouse lifted free of the ship and flew 25 feet into the air, spraying wreckage far and wide. She burned for some time, silhouetting the other ships in the Dublon lagoon for further punishment.

Percentages

Results of this novel attack were tallied as soon as the last TBF rocked to a stop in the arresting gear, fifteen minutes before sunrise. Torpedo 10 had scored thirteen known direct hits, besides seven probables which could not be fully observed in the darkness. With them they sank eight merchantmen and damaged five more ships, one of them apparently a destroyer. "The point of all this," exclaimed the proponents of night bombing, "was a matter of percentages. Torpedo 10 had as good a record of daytime bombing as any other squadron. But in night attacks it got four and a half times as many hits per sortie!"

That morning, the 17th, carrier planes went right back at Truk and kept pounding it until midday, when the operation ended. It had been the most successful to date. It proved again the rewards of taking a strong offensive. The tabulated woe for Nippon broke a lot of records: 23 ships sunk, two light cruisers, three destroyers, the rest cargo ships and oilers; 17 more ships damaged; 204 Jap planes destroyed. The cost to us was that repairable hole in the side of a carrier and 19 of our planes.

Submarine Rescue

But not all the 19 crews were lost, for the Navy seemed to be handling its vital rescue detail a little better each time. We had a submarine on the spot. On the second morning hard-working Ens. O'Sullivan, the one who had dropped his bombs so carefully and deliberately, picked up a piece of Truk's formidable flak in his oil line. The engine froze as he was trying to rendezvous off the reef for the trip home, and O'Sullivan, G. S. Berg, his radioman, and Raymond E. Ford, his gunner, found themselves in a rubber boat just outside the lagoon. Skipper Upson came to his rescue and almost overstayed his gas limits while bringing the sub to the spot. Finally another pilot relieved him at the vigil until the sub arrived. At Pearl Harbor O'Sullivan was offered the usual survivor's leave back in the U. S. but, true to character, turned it down and rejoined the squadron.

The most spectacular rescue of all was that of Lt. (jg) George M. Blair, of Fighting Nine. Blair, who comes from Sewickley, Pa., and spent two years at the University of California before joining the Navy, has the required "brush cut" and the genial, open face of the average American college boy. But his experiences would have turned the average college boy gray before his time. Blair had dropped his belly tank on a Jap plane at Rabaul to destroy it after he ran out of ammunition. Again out of ammunition at Kwajalein, he destroyed another Jap by riding it down into the water. Now, the second day at Truk, he too was shot down by antiaircraft, but inside the lagoon. Getting out of his sinking plane he found the life raft riddled with bullets. That left only his Mae West. Removing his shoes, he was dismayed when his socks promptly fell off as well, leaving two tempting white feet dangling to draw the attention of passing sharks. A Jap destroyer was approaching and began to lob 5-inch shells toward him. Altogether Blair's predicament was much like that of the old-time movie hero hanging from the edge of a cliff while

WHAT'S IN A NAME

Captain

This comes from the Latin word *caput,* meaning head or chief. In the latter half of the 14th century the captain was a courtier or army officer who came on board English ships with his soldiers for passage and for fighting purposes. The ships were sailed by masters and boatswains, with a crew of sailors assisting them. When Elizabeth was queen (1558-1603) ships became men-of-war and the navigating was combined with the fighting, with the captain in command of both forces. The rank was first clearly defined in the British Navy in 1748, ranking with colonel of the army. The first four captains of the United States Navy were commissioned in 1775 by the Naval Committee.

HOW DID IT START

Gun Salute

A gesture of respect and confidence, firing a gun salute showed that you were willing to render your own guns harmless and leave yourself at the mercy of the other party. (In Columbus' time, it took nearly half an hour to reload.) Even before there were guns, it was customary for foreign vessels sailing in English waters to lower their sails to English vessels. This had the same effect: In one case, you couldn't navigate; in the other, you couldn't shoot. Salutes were fired with shotted, or live, rounds; the splash was an important part of the ceremony. Blank charges are used now because one of the complimentary cannon balls was fatal to the man it was meant to honor. The United States Navy has always fired blank charges, live ammunition being used for business purposes only.

the villain pounds his fingers with a hammer.

Planes vs. Destroyers

Meanwhile, Lt. Childers, Blair's squadron mate, who had seen him go in the water, broadcast the position by radio. He also asked for a fighter relief, since his gas needle was flapping against the zero mark. Then, to repel the destroyer, he and several other fighters hastily formed a strafing circle and went after her with machine guns. The enemy craft backed off, then hovered at a respectful distance to see what was happening. In a few minutes the destroyer started back for another look and was again driven off. This process was repeated several times, but one by one the fighters were running out of gas and turning regretfully home until at last all were gone. But by then, fortunately, the destroyer had lost heart and decamped for good. These events were all mysterious to Blair down in the water, because he could not see the destroyer and had no idea where the 5-inch shells were coming from.

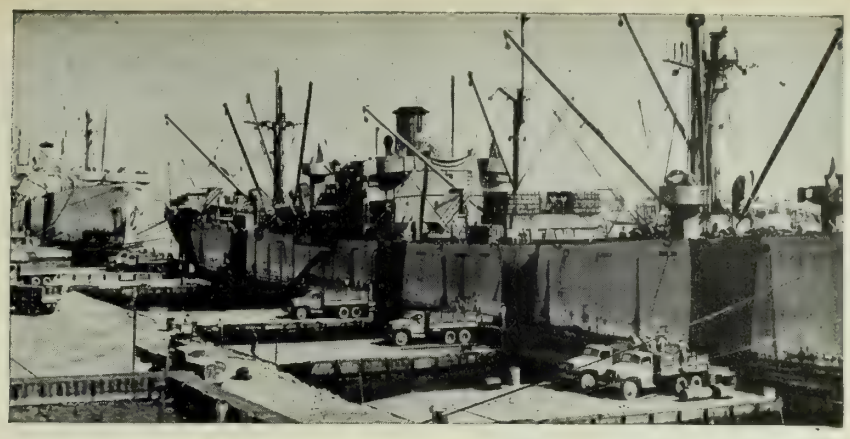
Alone now, Blair was beginning to get a little discouraged. There was nothing in sight except water, a few distant islands, and now and then, high above, attacking groups of Navy planes. Then suddenly an old Kingfisher (OS2U) seaplane appeared, guarded by two fighters. It had been sent from a cruiser in the task force, following Childers' excellent directions, and was piloted by Lt. (jg) Denver Baxter, the first white man to land voluntarily at Truk. Blair was waving frantically and releasing his green dye marker when Baxter saw him and taxied over. Chief Radioman R. F. Hickman, Baxter's rear-seat man, climbed out on the wing and lifted Blair aboard. The two men got in the cramped back seat together, Blair sitting in Hickman's lap.

"I suppose the trip back was a little uncomfortable for him," Blair said, "but it was the best plane ride I ever had."

The Last Pint

The aircraft which snatched Blair out of the jaws of this enemy base had been loaded with just enough gasoline for the round trip, because of the weight involved with an extra passenger. There was only a slight margin to take care of anticipated difficulties in taking off from the rough water. Consequently when the OS2U was hoisted out on the cruiser's deck there was less than one pint of gasoline left. They drained more salt water than that out of Blair.

Later on, when the cruiser came alongside the carrier to deliver Blair and the band blared, "Maryland, My Maryland," and everyone stood around shaking hands, a great many pilots felt very good inside. No matter how great the risk, no mater how troublesome or difficult, you could be certain now that if anything happened to you the Navy would be out there looking for you too.



Official War Shipping Administration photograph

LIBERTY SHIPS deliver the goods of global war at a Mediterranean port.

Maritime Day, 1945, Finds U. S. Merchant Fleet Bigger Than All Others Combined

On 22 May 1819, the steamship *Savannah* huffed out of the Georgia port for which she was named, and pointed her prow at England. Almost a month later, she puffed proudly into Liverpool—first American steamer to cross an ocean.

In honor of this historic event, 22 May was set aside by Presidential proclamation to be observed annually as Maritime Day.

This year's will be the 10th—and it finds the American merchant marine at the peak of its glory and strength. More than two-thirds of all the commercial ships in the world are flying the American flag.

This fleet, its decks bristling with guns manned by some 100,000 men and officers of the Navy's Armed Guard, has been the life's blood of the farflung Allied forces. In 1944 alone U. S. ships rushed upwards of 78,000,000 tons of cargo to the fighting fronts—more than had been moved from American ports in any previous year. And, too, merchant ships have been a part of every major invasion—in the French invasions, for instance, there were 700.

Death has been in the merchantman's crew, danger has hovered over its masts with the persistency of a meal-seeking seagull. From September 1941 to 12 April 1945 merchant marine casualties totaled 6,057, with 767 dead, 4,755 missing and 535 prisoners of war. Armed Guard casualties from 7 Dec. 1941 to 31 Dec. 1944 have totaled 1,640—1,286 dead and 354 missing. These figures are casualties directly resulting from enemy action.

In the early war years, when the Navy operated on a shredded shoestring, merchantship sinkings were many. In fact, until 1943, 12 of every 100 vessels going to Russia were sunk. But as the Navy's escort fleet grew, the enemy toll diminished. By March 1944, only one of 100 ships failed to make Murmansk.

The foresight of ship-minded men, vitalized by epochal Congressional action, laid the groundwork for the merchant fleet's tremendous expansion back in 1936. That year Congress created the U. S. Maritime Commission, charging it with the development of a merchant marine.

The shipyards took the ball from there. The first of a modern fleet of American cargo ships was completed in 1938. When we returned to the Philippines, more than 4,000 U. S. war-built cargo ships were plying sea lanes.

Our merchant fleet today is composed of more than 2,500 Liberty ships, about 450 C-type Victory ships, some 500 fast ocean tankers and more than 100 of the speedy new Victory ships, plus hundreds of other ocean and coastal craft. In addition, many have been allocated to the armed forces.

Operation of this fleet is under the War Shipping Administration, created in 1942 to enable the Maritime Commission to concentrate on ship construction. WSA also trains new personnel. In 1941 officers and men totaled only 55,000; today there are well over 200,000.

"Because the Navy shares life and death, attack and victory, with the men of the U. S. merchant marine," Fleet Admiral King has declared, "we are fully aware of their contribution to the victory which must come."

Official U. S. Maritime Commission photograph

NAVY Armed Guardsman passes the ammunition on a merchant ship.

MAGAZINE DIGEST

Excerpts from Current Articles of Interest to Naval Personnel

Moving—to the Pacific

With the coming of V-E Day—the surrender of Germany and the return of peace to Europe—a substantial number of our 5,100,000 Army men overseas face the greatest moving day in history.

Release from combat on the western and southern fronts, for most of our millions of troops in Europe, means a journey to the opposite side of the globe—from Berlin to Tokyo, 14,000 miles. Joining more millions in the Pacific war theater on the way, they will help to deliver a knockout blow to Japan. . . . Seagoing moving vans for this world-wide shift of manpower range from giant steamers to tiny landing craft and include troopships such as veterans of World War I never dreamed of. Cargo ships, the indispensable auxiliaries that carry supplies and heavy weapons, likewise have taken on new guise and missions . . . For months past, the Navy has given highest priority to building APA's and AKA's . . . Although the super troopships have rendered distinguished service for some time, the Navy Department only recently has permitted publication of their details . . . . They provide comfortable air conditioning in any climate by means of 106 separate ventilating systems. Commodious living space makes the vessels practically luxury liners, compared with the troopships of World War I.—*From "History's Biggest Moving Day," by Alden P. Armagnac, in Popular Science for April.*

Plan for Japan

Recently my staff and I have been discussing a plan for controlling Japan after she is conquered—and that is strictly a question of time. We want to prevent any future wars with Japan. We believe we should profit by the mistakes made at the Versailles peace conference after the last World War when, in a defeated Germany, a man named Hitler was allowed to rise to power and, by sheer spellbinding, to mold the young generation of the country into a fanatical military machine eager to gobble up the world.

This plan of ours is still in the formative stage, but we believe it basically sound. Briefly, it calls for a prolonged armistice after hostilities cease. During this period no peace treaty would be signed and the entire Japanese Empire would be under the military control of the Allied Nations with a supreme commander in charge. I don't care whether he is Army or Navy so long as he is given a free hand, with no interference from outside—meaning, of course, from well-intentioned but misguided civil governments.

These terms may seem too harsh, too jingoistic to the layman, but we who have been fighting the Jap for the past three years realize there is no other solution for a permanent peace with Japan. And let me point out how vital that noninterference clause is.

Suppose a postwar incident occurred—say Japan had been ordered to evacuate her troops from the Dutch East Indies by a certain date and had made no move to do so when the deadline was reached. Under the old peacetime system our State Department would register a protest to the Japanese government; the protest would be taken under advisement, and after long deliberation and exchange of notes, a decision might be reached.

Present the same problem to the Allied Supreme Commander, as set up by our plan, and he could take immediate action without consulting any home office or fooling around with protocol. He could assign our troops in sufficient strength to march the Japs to their transports. Then the Navy would take over and see that the Jap ships and troops were returned to the homeland. It would be as simple and as speedy as that. In effect the Japanese Empire would be under martial law.

During that long armistice, there would be plenty of time to talk over peace terms against the day when we are ready to welcome Japan back into the family of nations. To achieve this peace, however, we must first make the Japanese race powerless, then we must keep it powerless.—*From "A Plan for Japan," by Admiral William F. Halsey, as told to Frank D. Morris, in Collier's for 28 April.*

The People on Okinawa

Nobody knows how the Okinawas originated. They themselves claim that their civilization goes back more than seventeen thousand years, but the matter is debatable. Their culture is a mixture of Chinese and Japanese, with the Jap influence predominating. Their first recorded contact with the outside world came in the year 605, when the Chinese invaded the islands. For several centuries thereafter the Chinese exacted a nominal tribute from the natives and took a benevolent interest in their welfare; for instance, the sons of the island chieftains could get their education in China free. The first Jap ruler arrived in the twelfth century. He was a deposed prince looking for a place to reign, and he got the Okinawas indoctrinated in Japanese ways to a limited extent. Things went along quietly until the seventeenth century, when the Japs invaded in force. Then the islanders had to pay tribute to both China and Japan. They are an amiable people, and even after being thus put upon, they used to remark gracefully that China was their father and Japan their mother. . .

Dinner in the Ryukyus is almost certain to be pork, sweet potatoes and bananas. The pigs live in pens with coral walls and are carried instead of driven from place to place. It isn't surprising to see a native woman carrying two little pigs on her head. Because of interbreeding, the upperclass Okinawas now resemble the Japs so closely that even the Japs can't tell the difference. By our standards, the lower classes are much better-looking—not so slant-eyed, more gracefully proportioned, and hairier. They are farmers and fishermen. Despite the Chinese and Japanese influences, these lower-class Okinawas tended to practice almost complete matriarchy until late in the nineteenth century. The women did the work, handled the money, and made all the decisions, while the men sat home smoking and drinking tea. Even now, the women woork harder than the men, who are nevertheless no sissies; they're good boxers and enthusiastic drinkers of sweet-potato liquor.—*From "Our Own Baedecker," in The New Yorker, 31 March.*

Working Toward Health

The Arma Corporation, of Brooklyn, New York, has never done anything but make fire-control and navigation devices for the Navy. No commercial product ever came from its plant, founded during the last war. You would hardly expect so single-minded and specialized an outfit to pioneer a new technique in military medicine. . .

Like most war-production plants, Arma was stuck for personnel a year ago. They had hired women until the force was one third female, pestered the life out of trade schools and state agencies for the handicapped, even successfully installed totally blind workers. And still, hiring could not keep pace with expansion to twenty-five times prewar production.

Then somebody recalled that work with the hands is important in modern treatment of wartime casualties and that the Navy, Arma's sole customer, had large hospitals near by at the Brooklyn Navy Yard and at St Albans, Long Island. After putting two and two ingeniously together, an Arma emissary went to the Navy's Bureau of Medicine and Surgery:

"We need extra hands. You have lots of patients whose hands need

Chon Day, Collier's

"Beauty, isn't she? Got the longest ice-cream bar in the service."

work. They are Navy personnel. We make indispensable Navy equipment. The more hands at work for us, the quicker the Navy gets delivery. We'll pay them at the same rates we pay civilians in our plant. Do you follow?"

The Navy followed.

This actual work with a compelling purpose fills a long-standing need in occupational therapy—the branch of physical and mental hygiene which helps patients recover through being busy and interested in skills. Both orthopedists and psychiatrists have used this sort of thing for years with excellent results. But there have always been troubles with many patients' understandable tendency to feel futile about punching designs in leather or fiddling with baskets that nobody really needs.

"Some kinds can and do get healthily absorbed in pottery or weaving," a Navy doctor explains. "But it's hard for these Navy ratings with high-skill training. Why, lots of them could make with their own hands the tools they give them to use in regular occupational therapy. The special value of this industrial work isn't that it's very exacting or absorbing in itself, but that it leaves no temptation to wonder: What am I doing this for? It's unmistakable that every assembly finished is directly helping the Navy win the war." . . . The idea takes little selling to the average hospitalized casualty.—*From "Give Me a Man's Job," by J. C. Furnas, in The Saturday Evening Post, 7 April.*

Beautiful Boredom

According to the standards of a marine in a skimpy foxhole, with bullets singing past his skull, Hawaiian duty is a beautiful dream, composed largely of steaks, beautiful brown maidens, malted-milk shakes, swoon music, and magnificent vistas of sea and sky. . . . From the GI's point of view Honolulu is a place where the bars close at 3:30 or 4 p. m., which iis about an hour before you can get to town. It's a place where two thousand bucks' worth of wood and plaster is listed for sale as a house worth $27,000. . . and where the slums are enough to gag a goat. The much publicized Waikiki is a bathmat-sized strip of dirty sand resembling Coney Island on a hot Sunday, and the blue Pacific a snare which is full of coral to cut you, fungus to get in your ears, . . . orange peel, newspapers and scraps of box lunches.

The worst feature is the work. A war-proud carrier rides into the harbor, or a submarine comes in to give its bearded crew a breather. . . . Intimate information on the war crowds your head, and you—you must sit behind a desk and play with papers and fumble with paper clips and fight telephones. It is true somebody must do the office work for the war, but it seems unkind to locate so much of it in Hawaii.—*From "Ho-Hum," by Lt. Robert C. Ruark,* USNR, *in Liberty, 21 April.*

Heart Repair

Heart wounds used to be considered invariably fatal. Now front line surgeons boldly operate on that vulnerable organ every week. Last week they reported the astonishing case of Pfc. Ray Shaffer Jr., of Greensburg, Pa. He was hit in the heart during a battle in Italy. The slug entered a heart chamber and was promptly pumped along with the heart's blood into his main artery. In a two-hour, seven-transfusion operation, Army surgeons 1) mended the wounded heart, 2) recovered the slug from Shaffer's abdomen, 3) gave it to him for a souvenir.

Saturday Evening Post

"He said he forgot and tipped his helmet to a mermaid!"

The war surgeon with the greatest heart operation record is probably Major Dwight Emary Harken, 34, formerly of Harvard Medical School and now at the Army's 160th General Hospital in England. By last week, he had operated on 328 men with the terrifying diagnosis (made by X-ray): "foreign body in the heart," had saved all 328.—*From Time, 23 April.*

Unshared Experience

I have said that combat is incommunicable. I will expand that by saying that the life of the soldier during a time of war is not a thing that can be learned at second hand. Millions of words have been written, will be written, to try to tell the civilian what war really is. He will never learn it until he has experienced it. It is of major importance for the soldier to realize this before he comes home to America. It will help him to realize that between him and the civilian who has never known war—and such civilians will be the majority of our country's population—there willl be a huge gulf of unshared experience. That gulf cannot be finally bridged by telling him about the civilian, or the civilian about him. It can be bridged only by recognizing its existence as a gulf that neither of them has to cross, a gulf which will, in time, disappear by a natural process of erosion, so long as neither of them digs it deeper by misunderstandings.

How often in this war, in the combat areas, has not the soldier heard this: "The home front doesn't know there's a war on"? It would be far more accurate to say, "The home front doesn't know what war is." How can it know? The people on the home front have never even been bombed. There is no glory for them. Life goes on, and it's just a bit more difficult. The civilian is begged to put his money into war bonds, at interest, and he is called patriotic for doing so. Or for working overtime, at high wages. He gives some of his blood, he gives his leisure time to salvage, civilian defense, hospital work, canteens, whatever. At best he is cheerful and hard-working and uncomplaining—and millions have been. What more can he do?

. . . So when he comes home with all the joy that is inherent in that phrase—the soldier will carry with him the knowledge that it is not going to be a simple job to readjust. It is going to be difficult. He is going to find freedom from authority, and the worries that haunt that freedom, hard to take. There is going to be no one to tell him what to do or what to wear, or when to do or wear it. There is going to be none (except for those who have done as he has done) to whom he can communicate the fullness of his experience. Being human, he will try to tell his father, his mother, his wife, or his girl—and he will fail, and, failing, will be depressed, turned in upon himself. There is going to be no Post Exchange for him to shop at, at cheap prices, and no supply dump. There are going to be no free meals three times a day. His wife, his children, other people (perhaps even employees) are going to come to him now for decisions, and on these decisions will rest his own happiness and prosperity—and theirs. He is going to find, suddenly, that he has no way of knowing surely who is above him or below him. The powerful often wear awful old clothes; the weak are often dressed to kill, or to cover up their weakness. There will be no stripes, no bars, no insignia, no medals. The man of authority will be as hard to identify as is the Admiral when he goes in swimming.—*From "Soldier into Civilian," by Christopher La Farge, in Harper's for March.*

Arid Shrine

Leveled to shadeless desolation by bombs and bulldozers, the sweltering sand of Tarawa is hallowed ground. Many an embattled place has flared into brief, exclamatory prominence during six years of mobile warfare; but in the memory of the living, Tarawa remains a symbol of unconquerable will, emotionally equivalent to Dunkirk, Corrigidor, El Alamein, Stalingrad, Guadalcanal and Iwo Jima. For those who stop briefly at Tarawa on the way to and from the Southwest Pacific, the arid atoll is a shrine. For those earthbound sailors, Seabees, and aviation mechanics who have been stationed there a year or more, Tarawa has become, simply and unsentimentally, The Rock. . .

In the four weeks I have been here, I have yet to hear a humorous story. There was nothing funny about the early days on Tarawa; there is nothing funny now. Nowhere else have I encountered such a deadened group of men. Even the Officers' Club is a sober affair. There is drinking, of course, but no raucous hilarity. The laughter is tired. Perhaps these men buried their levity along with the dead, or else they simply have run out of new stories to tell—*From "Marooned on The Rock," by Edgar L. Jones, in Atlantic Monthly for April.*

NEW BOOKS IN SHIPS' LIBRARIES

For your gayer moments, tour Broadway with Sophie Tucker. For plain relaxation, ride a range with Silvertip or go sleuthing with Michael Shayne. Or, for more serious reading, explorations with the electron microscope, a look at Communist China and Philippine guerrilla fighting will all be found in the new books recently bought for distribution to the service.

Not all of the new books will be supplied to each unit; rather it is the practice of BuPers to distribute titles to small units operating in the same area to encourage the exchange of books. Units may request titles of special interest from the Bureau.

Paper-bound Armed Services Editions are expected to provide most of the recreational reading for the fleet and other units beyond the continental United States; so most of the cloth-bound books supplied to such units will be non-fiction.

FICTION

AGE OF THUNDER by Frederic Prokosch. A young soldier arrives by parachute in southern France on a secret mission, spends five days and nights on his journey to the Swiss border, and meets a strange assortment of people.

CAPTAIN OF ST. MARGARET'S by Ferenc Molnar. Sketches from the quixotic career of a preposterous captain of the Hussars.

CROWS ARE BLACK EVERYWHERE by Carl Grabo and Herbert O. Yardley. Excellent details of codes and ciphers characterize this story of espionage in Chungking.

FURY IN THE EARTH by Harry Harrison Kroll. A fast-moving historical novel of the pioneer era when a prolonged series of earthquakes reduced a thriving Mississippi community to a ghost town.

LOOKING FOR A BLUEBIRD by Joseph Wechsberg. Gay and charming account of the adventures of a young Czech musician in prewar days on various ships of the French Line, as a croupier in Nice and as a member of the Vienna opera claque.

POOR CHILD by Anne Parrish. Engrossing story of the effect a rich and irresponsible woman has on a 12-year-old boy.

TWO SOLITUDES by Hugh MacLennan. Fine novel of French Canada, highlighting the conflict between old and new ways.

VOYAGE OF THE GOLDEN HIND by Edmund Gilligan. Captain John Bannon finds good fishing and salty adventures.

FACT

AMERICAN GUERRILLA by Ira Wolfert. Resistance of Philippine guerrilla fighters under the leadership of Lt. Iliff D. Richardson of the U. S. Naval Reserve, one of Bulkeley's PT-boat operators.

BOOK OF NATURALISTS edited by William Beebe. Keen observation, vivid description and some superior writing.

CHINA AMONG THE POWERS by David N. Rowe. China is discussed as a future world power. Practical plans show how Russia, Great Britain and the U. S. can help China develop into a nation strong enough to maintain peace in the Orient.

CLIPPER SHIP MEN by Alexander Kinnan Laing. About the men who contributed to the achievements of the era.

GREEN ARMOR by Osmar White. War in the South Pacific from early 1942 until April 1943, a grim fight both against the Japanese and against nature. The emphasis is on the Australian and New Zealander share but full credit is given to our arrival with planes and bulldozers, trucks and tanks.

REPORT FROM RED CHINA by Harrison Forman. In the summer of 1944 Chiang Kai-shek broke a governmental blockade of six years' duration to allow a party of newspapermen to visit Communist China. This is the first account in book form of their trip.

SEEING THE INVISIBLE by G. G. Hawley. Present use and future possibilities of the electron microscope simply and clearly told.

SOLUTION IN ASIA by Owen Lattimore. An American authority on Asiatic affairs presents the problem as he sees it.

SOME OF THESE DAYS by Sophie Tucker. The "last of the red-hot mamas" writes her unabashed autobiography.

SOUTH AMERICA UNCENSORED by Roland Hall Sharp. A vivid, factual portrait of South America highlighting Fascism, its centers and dangers.

SURRENDER ON DEMAND by Varian Fry. Escapes and near-escapes from conquered France of outstanding artists, writers and liberals in whose fate the Emergency Rescue Committee took a hand. Recounted by their American director.

YOUNG JEFFERSON by Claude G. Bowers. Glimpses of Jefferson at home, as legislator and governor of Virginia and as diplomat in France.

ACTION

BIRTHDAY MURDER by Lange Lewis. A successful director of Grade B movies is poisoned, and his wife and her first husband are primary suspects in a baffling mystery.

CANYON PASSAGE by Ernest Haycox. Oregon and California set the scene for an adventurous and romantic tale of a pack-train owner, a gambling banker, and Lucy, glamorous object of their love.

DEADLY DOVE by Rufus King. Here's a mystery story of action about a hired killer who skulks about a country home and, accidentally or not, kills off all the wrong people.

DEATH STALKS THE RANGE by Brett Rider. Benita drives the stagecoach into town after the driver gets shot. Plenty of shooting from there on, and a romantic finish.

HERMIT OF THUNDER KING by Jackson Gregory. Peter Vair swears off women and fighting forever—but somehow manages to tangle with both.

MURDER IS MY BUSINESS by Brett Halliday. Michael Shayne, detective, uses an old lady's letter, a clipping, and a local newspaper editorial to solve a complicated murder.

ORCHIDS TO MURDER by Hulbert Footner. Mary Stannard suddenly disappears an hour before her wedding. The orchids she wore lead detective Lee Mappin to apprehend her murderer.

REMEMBERED DEATH by Agatha Christie. Murder at a birthday dinner party. The host repeats the dinner a year later with startling results.

SILVERTIP'S SEARCH by Max Brand. Shooting, romance and matching of wits. Silvertip finds the Judge's son in the mountains where Barry Christian, the outlaw, is king.

THORSON OF THUNDER GULCH by Norman A. Fox. The noise of gunshot and hoofbeat fill this story of Tod Thorson's fight to bring order to a Montana boomcamp.

NEW BOOKS IN THE ARMED SERVICES EDITIONS

The 40 new titles published each month in the Armed Services Editions are distributed to all ships in commission and to shore-based activities outside the U. S. These books are special editions of the best reading from old classics to the newest best sellers, published only for the Army and Navy. Their size and shape make them especially easy reading. They are to be freely used and passed from man to man so that they may be enjoyed by as many as possible. Send any comments you may have or inquiries to BuPers.

Books currently being shipped are:

AFTER 1903—WHAT? by Robert Benchley (R-5). Mr. Benchley deals in his accustomed manner with such matters as Midget Inferiority, Three Men in the Dog House and Honor for Cheeses.

AMERICAN CHARACTER by D. W. Brogan (R-16). Shrewd and generous observations on the American scene by an Irish historian.

BERMUDA CALLING by David Garth (R-13). Zach Taylor's investigations of something "fishy" in Bermuda almost cost him his life but he uncovers a Nazi spy plot.

BRIDAL WREATH by Sigrid Undset (R-30). Warm and human—the story of a woman's love and rebellion in olden days of Norway.

CANAL TOWN by Samuel Hopkins Adams (R-40). Frontier days in New York State and the struggle for domination between scoundrels and men of integrity.

CAPTAIN BLOOD by Rafael Sabatini (R-32). Peter Blood's humerous-heroic figure—soldier, country doctor, slave, pirate and finally Governor of Jamaica—gives color to an exciting romance.

CLUNY BROWN by Margery Sharp (R-22). Cluny was a parlor maid who simply did not know her place.

COMBUSTION ON WHEELS by David L. Cohn (R-26). The automobile age in America from the Stanley Steamer and Tin Lizzie to the last new 1942 Chevrolet off the assembly line. Told with humor.

CRIME ON MY HANDS by George Sanders (R-15). The famous screen detective tries his hand at solving a murder on his own movie set.

DARK PAGE by Samuel Michael Fuller (R-10). Murder, suspense and love play their parts while Lance McCleary hunts down the killer.

DEEP RIVER by Henrietta Buckmaster (R-39). Savanna, a girl from the plantation country, finds that her love for the mountain-born Simon triumphs over her anti-slavery principles in this excellent story of Georgia in the 1850's.

DISPUTED PASSAGE by Lloyd C. Douglas (R-37). Story of a young medical student who struggles for recognition and respect from his eminent but sarcastic chief, and finally succeeds through the help of a Chinese-born American nurse with whom he falls in love.

EARTH AND HIGH HEAVEN by Gwethalyn Graham (R-27). Erica weighs her love for Mark against family prejudice in a story of modern Montreal.

FOR MY GREAT FOLLY by Thomas B Costain (R-36). John Ward, colorful pirate of the 17th century, conceives daring plots and carries them out in roistering fights on land and sea.

GAMBLE'S HUNDRED by Clifford Dowdey (R-29). Historical novel of Tidewater Virginia, and a surveyor employed by a self-made unprincipled man of vast wealth.

GAUNT WOMAN by Edmund Gilligan (R-19). Tale of a Gloucester fishing skipper, master of the *Gaunt Woman*, pitted against the U-boat packs—rollicking, salty and exciting.

GEOGRAPHY IN HUMAN DESTINY by Roderick Peattie (R-12). Lucid and entertaining discussion of geography's history-making role.

KITTY FOYLE by Christopher Morley (R-25). The story of a white collar girl and how she met her problems.

LONG CHANCE by Max Brand (R-24). One of Max Brand's best—the story of a hard-fighting, straight-shooting Westerner who gets out of one fracas only to find himself in the middle of another. A headstrong girl adds romantic interest.

OF MEN AND MUSIC by Deems Taylor (R-23). Program notes by one of the country's most able interpreters of music.

OF SMILING PEACE by Stefan Heym (R-34). Underground activities of the German General Staff Corps, the German Armistice Commission and the subversive Vichy element form the backdrop of this novel of action in North Africa.

ONE MORE SPRING by Robert Nathan (R-3). The winter of the great depression found a strange assortment of people living together in New York's Central Park. The story of their months together.

OUR HEARTS WERE YOUNG AND GAY by Emily Kimbrough and Cornelia Otis Skinner (R-17). Hilarious tale of two young girls who travel to prewar Europe for the first time. Their amusing escapades, from measles to shipwreck, make a rollicking story.

PAINTED BUTTES by Arthur Harry Gooden (R-20). Exciting feud between the owner of an Arizona cattle ranch and a tough gang of cattle stealers. How Kenedy breaks the outlaw ring and rescues a beautiful girl makes a fast-moving tale.

POEMS OF JOHN KEATS (R-2). Into one small volume, Louis Untermeyer has collected the favorite and most familiar romantic poems of John Keats.

PSYCHOLOGY YOU CAN USE by William H. Roberts (R-6). Entertaining but practical aid toward understanding your own and others' actions.

RADIO PLAYS OF NORMAN CORWIN (R-7). They were on the radio but they make good reading too.

SEA DUTY by Jacland Marmur (R-9). Memorable collection of sea tales, mostly with a Pacific setting—reminiscent of Conrad and Forester.

SHORT STORIES OF DOROTHY PARKER (R-4). Mixed collection of the grimly gay and gaily grim.

SHORT STORIES OF KATHERINE ANNE PORTER (R-21). Written with integrity and a sure artistry, these are stories of infinite variety and appeal.

SHORTER HISTORY OF SCIENCE by Sir William Cecil Dampier (R-14). Great scientific discoveries of all ages.

SLEEP NO MORE edited by August Derleth (R-33). Tales of dread and horror.

TIME FOR DECISION by Sumner Welles (R-35). Thoughtful discussion of the problems of peace in a widely discussed book.

TRY AND STOP ME by Bennett Cerf (R-31). A well-known publisher's choice collection of anecdotes, tales, jokes and poems.

UGLY DACHSHUND by G. B. Stern (R-1). Even if dogs are just animals to you you'll get fun out of this clever travesty on human nature.

WAR ON THE CIMARRON by Luke Short (R-11). Plenty of jail escapes and shots around the bar for those who like them quick on the draw.

WAY OUR PEOPLE LIVED by W. E. Woodward (R-38). Intimate sketches of the home life of our American ancestors—their clothes, food, manners, and morals.

WINTER RANGE by Alan LeMay (R-18). Death and violence in the Wolf Bench country, with an added dash of romance.

YOU WOULDN'T KNOW ME FROM ADAM by Colonel Stoopnagle (R-8). "Compendium of fantasy and fiddle-faddle, from a life fraught with caper and prank."—Fred Allen.

YOUNG 'UN by Herbert Best (R-28). Upstate New York in the days of land clearing and robust love-making—a good frontier story.

THE MONTH'S ALNAVS IN BRIEF

No. 52 — States that threatened shortage of fresh and canned meats, dairy products, poultry, fats, oils and most canned fruits and vegetables makes adjustments in menus necessary to provide maximum use of more plentiful products; all activities to make most effective use of food products and to prevent waste.

No. 53—States that in commands which are authorized to issue change of duty orders and temporary travel orders, such orders when signed either by the officer designated as "deputy" or "acting" are considered as being competent for authorizing reimbursement for travel.

No. 54—Provides that commissioned and warrant officers requiring hospitalization for an indefinite period, with return to regularly assigned duty improbable, will be issued orders by CO or reporting senior directing officer to report to MOINC appropriate hospital (giving location), including statement detaching officer from permanent duty station; establishes procedure for reporting such detachments and requesting reliefs when necessary.

No. 55—Calls for applications from regular Navy officers, rank of commander and above of either line or staff corps, for one year post-graduate course in logistics; applications to be sent via official channels to reach BuPers prior to 15 July 1945.

No. 56—Requests applications from reserve line officers for training at Naval Academy (see p. 73).

No. 57—Announces appointment to next higher grade, to rank from 1 April 1945, of regular and reserve Navy Nurse Corps lieutenants (junior grade) whose present rank occurred 1 Aug. 1944 or before and who reported for continuous active duty as ensigns on 30 Sept. 1942 or earlier, and those ensigns who have served on continuous active duty in rank of ensign since 31 Dec. 1942 or earlier.

No. 58—Amends Alnav 162-42 (NDB, cum. ed. 1943, 42-2043) to provide that original dispatches from ships and stations within continental U. S. reporting deaths shall contain all information required by Navy Regs, Art. 908(2).

No. 59—Cancels Alnav 164-44 (NDB, July-Dec. 1944, 44-977) and all references to bills of health in other Navy Regs, and states naval vessels no longer are required to obtain bills of health.

No. 60—Announces appointment to next higher rank, to rank from 1 April 1945, of those lieutenants (junior grade) and ensigns, line and staff corps, on active list of regular Navy whose dates of rank are within period of 2 Dec. 1943 to 31 Dec. 1943 inclusive, and those lieutenants (junior grade) and ensigns, line and staff corps, of Naval Reserve and Women's Reserve whose dates of commencement of continuous active duty in their respective ranks are within the same period.

No. 61—Announces appointment to chief warrant rank for temporary service, to rank from 1 April 1945, of those warrant officers on active list of regular Navy whose dates of rank are within the period 2 Dec. 1943 to 31 Dec. 1943 inclusive, and those warrant officers of Naval Reserve whose dates of commencement of continuous active duty are within same period.

No. 62—Requests applications for heavier-than-air flight training from members U. S. Naval Academy class of 1945 and states that applications should be forwarded to BuPers as soon as practicable.

No. 63—Calls for applications for flight training from graduates of U. S. Naval Academy, classes 1943, '44 and '45 and from commissioned and warrant officers, Naval Reserve, and warrant officers, regular Navy, who are less than 27 years of age; states that officers who previously applied should resubmit; cancels Alnavs 139-44 and 191-44 (NDB, July-Dec. 1944, 44-854 and 44-1164).

No. 64 — Authorizes wearing of Philippine defense and liberation ribbons (see p. 72).

No. 65—States that provision for use and issue of Medical Department stock number S4-156 Giemsa stain made by Hartman-Leddon Co., Philadelphia, covered by Alnav 43-45 (NDB, 15 Mar., 45-230), is applicable to control numbers one and two only.

No. 66—Prohibits, as precautionary measure to prevent introduction of yellow fever, the importation or transportation of lemurs, apes or monkeys by naval vessels, aircraft or personnel traveling to India or Indian waters or calling at places or ports in India.

No. 67—Authorizes COs of activities at which BOQs are available to modify per diem temporary duty or TAD orders to eliminate $3.00 subsistence to officers of Navy, Marine Corps and Coast Guard if in opinion of CO messing facilities are adequate and per diem unwarranted.

No. 68—Calls for applications from regular Navy officers, classes of 1938 and 1939, with not less than five years sea duty, and from regular Marine Corps officers, not above rank of major and with not less than three years service, for three-year postgraduate course in law to convene 1 Oct. 1945 in Washington; applications to be submitted via official channels to reach BuPers and MarCorps by 15 June 1945.

Nos. 69, 70 and 71—Announced to the naval service the death of President Roosevelt and specified memorial services to be held.

No. 72 — Announced rebroadcast schedule of special message broadcast by President Truman to armed forces overseas (see p. 42).

No. 73—States that new U. S. Public Health Service regulations do not require a vessel which has been given free pratique in Alaska, Territory of Hawaii, Puerto Rico or Virgin Islands to clear quarantine upon arrival at any port of continental U. S., its territories or possessions, and that such ships are subject only to coastwise regulations provided they have not entered a foreign port after receiving pratique.

No. 74—Requests applications from reserve officers below rank of lieutenant commander for 10 weeks course in photographic interpretation to convene in Washington, D. C., on 11 June 1945 and at 10-week intervals thereafter; these qualifications desirable: age 21 to 31 years, college degree with major in geology, forestry, cartography or architecture and minimum of one year practical experience in one of above fields of photogrammetry; endorsement is to include comment on fitness of applicant for photographic interpretation duties and necessity for relief; applicants previously rejected because of reserve classification may resubmit.

No. 75—Calls for forwarding to BuPers of sample copy of all ship or station publications, including details on mission of publication, composition of staff, editorial and production facilities, and distribution; invites requests for clipsheet service and editorial assistance in accordance with BuPers Circ. Ltr. 70-45 (NDB, 31 March, 45-304).

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Communications which violate these provisions may be returned via official channels. Do not send postage or return envelopes; no private reply will be made.

"WHAT IS A SAILOR?"

SIR: On the back cover of your March 1945 issue is a poster headlined, "What Is a Sailor?" Three years ago that same essay was sent to me by a friend. Ever since I have wanted to know if he was the author of it. His name was George James Lewis, S1c, and he was then stationed at the Boston Net Depot. Last year he was reported missing in action.

Believe me when I say it that it would mean a great deal to me and many friends if you could furnish any information whatsoever as to the author of "What Is a Sailor?"—R.E.G.

• *A naval officer, who said that the essay was taken from a letter by a sailor, first sent it to us in 1942, and it was printed in the Sept. 1942* INFORMATION BULLETIN. *When we decided to reprint it this year, we tried to find its origin, without success. Possibly Seaman Lewis wrote it. If readers have any other information, we too would be interested in learning of it.* —ED.

AMPHIBIOUS INSIGNIA

SIR: So far as I know there is no special insignia authorized for naval combat demolition units. Are men in this duty authorized to wear the insignia of the amphibious forces?—H. E. C., S1c.

• *Yes; naval combat demolition units are a part of the amphibious forces.*—ED.

COINCIDENCE

SIR: I read with interest the account in the Feb. 1945 issue, p. 24, of the sinking by our own forces of the APD, USS *Ward*. As you say, the *Ward* was sunk exactly three years to the day after she fired the first shot against the Japanese.

Stranger yet was the fact that the CO of the American destroyer which administered the fatal blow to the *Ward* was Comdr. William W. Outerbridge, the same officer who had commanded the *Ward* on 7 Dec. 1941, when she fired the war's first shot against the Japanese.—W. G. P., Lt., USNR.

G. I. BILL OF RIGHTS

SIR: Wouldn't it be a good plan to give each man at the time of his detachment from the service a booklet telling what he can expect or ask for under the G. I. Bill of Rights?—T. S. S., SK1c. USNR.

• *It not only would be; it is. The armed services adopted it last year. A 20-page booklet entitled "Your Rights and Benefits, A Handy Guide for Veterans of the Armed Forces and Their Dependents" is handed each discharged Navy man at the time of his exit interview (*INFORMATION BULLETIN, *Aug. 1944, p. 2). In addition, a Civil Readjustment Officer goes over the rights and benefits with him point by point, explains all items of interest concerning education, employment, loans, etc., and directs him to specific sources for any further aid he may wish.*—ED.

POSTWAR OPPORTUNITIES

SIR: There has been a lot of publicity on the advantages that await the serviceman when he is handed his discharge. According to the flowery literature being circulated, one might be considered a sucker for not getting out of the Navy to take advantage of these wonderful opportunities. But, in spite of all these, I am of the opinion that life is not going to be so easy as we are led to believe and that it might not be so bad to stay in the Navy. Although there will be thousands of civilian jobs to be filled, there will be millions of men to fill them.

Why doesn't the Navy do a little campaigning and show some of its postwar advantages? The least it can do is to give you three square meals a day and a place to hang your hat, which is considerably more than civilian life, with all its glorious opportunities, can promise and live up to. The Navy Department has stated that it intends to expand the peacetime Navy. From the present outlook, everybody will want out so they can take advantage of all these opportunities the "G. I. Bill of Rights" offers.

It would be helpful, especially to those of us overseas, if you would publish more on the plans for the postwar Navy, as questions are constantly coming up for which no answers are available here.—A. F. K., Y3c.

• *While the Navy is formulating proposals for submission to Congress on the size and organization of the postwar Navy, very little can be announced until future legislation turns those proposals into plans.*

It can, however, be said, as stated by Fleet Admiral King in his recent report to the Secretary of Navy: "It is assumed in all the plans now under consideration that many more officers and men will be needed than can be provided by personnel now in the regular Navy."

As plans are announced, the INFORMATION BULLETIN *will publish news of them.* —ED.

BOS'UN IS IN LOVE

SIR: While stationed overseas I have met a young lady whom I would like to marry. Must I obtain permission from my CO?—B. J., BM1c, USN.

• *Yes, Alnav 144-42 (NDB, cum. ed., 42-2938) provides that no member of the Navy, Marine Corps or Coast Guard forces on duty in any U. S. possession or foreign country may marry without the approval of the senior commander of such forces stationed in that country, possession or area. This does not, however, apply to personnel who marry within the continental U. S., including Alaska, while on leave or otherwise, as provided by Alnav 38-45 (NDB, 28 Feb., 45-184).*—ED.

NAVAL RESERVE MEDAL

SIR: As I understand it, the Naval Reserve Medal is awarded to an officer upon completion of 10 years in the Naval Reserve. Would he be eligible if he served four of those 10 years as an enlisted man? —S. H., Lt., USNR.

• *Yes; the Chief of Naval Personnel may award the medal to both enlisted personnel and officers who complete 10 years in the Naval Reserve (BuPers Manual, Art. A-1049).*—ED.

ARTIFICER BRANCH RATING

SIR: Is the special artificer rating a specialist rating or not?—J. P. B., CSAD, USNR.

• *No. The special artificer rating is a general service rating included in the artificer branch of the enlisted rating structure. For complete rating set-up, see special section on "Enlisted Ratings of the U. S. Navy,"* INFORMATION BULLETIN, *May 1944, pp. 21-27.*—ED.

OFFICERS ON ACTIVE DUTY

SIR: Would it be possible for you to publish the total number of Navy officers, by rank, of the line and staff corps?—R. L. B., Lt., USNR.

• *As of 31 Dec. 1944, the following naval officers, both regulars and reserves, were on active duty:*

	Line	Staff Corps	Women's Reserve	Total
Fleet Admiral	3	0	0	3
Admiral	15	0	0	15
Vice Admiral	43	2	0	45
Rear Admiral	215	43	0	258
Commodore	87	5	0	92
Captain	2,486	880	1	3,367
Commander	5,273	2,229	1	7,503
Lt. Comdr.	12,828	6,715	44	19,587
Lt.	61,028	16,913	341	78,282
Lt. (jg)	66,860	12,983	4,452	84,295
Ensign	75,313	4,938	3,903	84,154
Warrant	(breakdown not available)			22,500
Total				300,101

These figures include retired officers on active duty.—ED.

AVIATION GREENS FOR CPOs

SIR: In your article which reports the uniforms available through the Navy Officer's Uniform Plan (March 1945, p. 79) you state in describing the aviation winter working uniform: "The same uniform, with appropriate insignia, is regulation for Navy CPOs."

Some stations permit all CPOs with aviation ratings to wear the aviation green uniform, while others correctly restrict it to CPOs who have been designated as naval aviation pilots, as provided by Uniform Regs. Art. 9-11.

I believe this erroneous implication in your article will only add to the confusion which already exists and is of sufficient importance to justify a correction.—C. E. T., Ens., USN.

• *We meant, of course, that the uniform was regulation for those CPOs eligible to wear it, which according to a change in Uniform Regs, Art. 9-1(a) put into effect by BuPers Circ. Ltr. 145-44 (NDB, Jan.-June, 44-580) limits the aviation green uniform to those CPOs designated as naval aviation pilots and serving in pilot status.*—ED.

CLOTHING ALLOWANCE

SIR: Does a Wave advanced from PO1c to CPO rate a clothing allowance?—M. C. McG., CSKV.

• *Whereas men advanced from PO1c to CPO receive a clothing allowance of $200 to provide the uniforms required for a CPO rating, none is provided for Waves making the same advancement, since the differences between the uniform requirements for a Wave PO1c and CPO are very slight.*—ED.

DEMOLITION DUTY

SIR: In your January 1945 issue, p. 78, is a story which states that officers are invited to volunteer for underwater demolition unit duty. Is there also a need for volunteers from enlisted men? If so, how would I apply?—W. S. J., GM3c.

• *Although the article called only for volunteers from lieutenant commanders and lieutenants, enlisted personnel (both volunteers and men assigned to the duty) are used in underwater demolition work. Applications for this duty with the amphibious forces may be submitted to ComServLant (SubOrdCom) or ComWes SeaFron via official channels.*—ED.

EXCHANGING SALUTES

SIR: Some of the enlisted Waves on this station contend that when walking down the street with a male or female officer, they should return all salutes addressed by other enlisted personnel to the officer. They say that when in his or her company, they assume the officer's rank for salutes and courtesies. Is this correct? —J. H., Pharmacist, USN.

• *No, only the officer would return the salute of an enlisted man or woman, as provided by Navy Regs, Art. 266. The enlisted Wave would in no way assume the officer's rank.*

This question may have originated from confusion with the custom that if an ensign, for instance, were walking down the street with a commander, and a lieutenant approached, the ensign would avoid trying to "show up" his senior (the lieutenant) in courtesy and would therefore allow the lieutenant to first salute the commander. As the commander returned the salute, the ensign would salute simultaneously.—ED.

FIRST NAVAL AIR STATION

SIR: "What Is Your Naval I. Q.?" (INFORMATION BULLETIN, Feb. 1945) states that the first naval air station was opened in 1914 at Pensacola, Fla. "Our Flying Navy" (MacMillan Co., 1944) states that the first naval air station was opened in the fall of 1911 on the Severn River at Greenbury Point, near the Naval Academy at Annapolis, Md., and that the first naval flight school was set up in 1914 at Pensacola. Please explain.—E.F.T., S1c, USNR.

• *The Office of the Deputy Chief of Naval Operations (Air) says that the first "fixed" station was established in 1914 at Pensacola and was known as a "Naval Aeronautical Station"; that the activity in 1911 at Greenbury Point was a naval aviation "camp" and was never regarded as permanent. It was moved to San Diego for a period during the winter of 1911-12, and in January 1914 was disbanded and its equipment transported to Pensacola.*—ED.

WAVE CAP INSIGNIA

SIR: We have heard that the new sterling silver and gold-plated pin-on device recently authorized for wear on the left side of the new garrison cap by enlisted Waves (other than CPOs) will be of the same design as the embroidered lapel device now worn by all members of the Women's Reserve. Right?—N.A.C., S1c, USNR.

• *Right. The new insignia is shown here actual size. It was authorized by a letter from the Chief of Naval Personnel dated 15 March 1945, which which set forth various changes to be incorporated in the Women's Reserve uniform regulations*—(INFORMATION BULLETIN, *April, p. 77).*—ED.

SCUTTLEBUTT SPIKED

SIR: Scuttlebutt has it that there is a bill before Congress which would release Waves to inactive duty after two years service, if they so desire. Is there any truth to the rumor?—C. J., PhM3, USNR.

• *No*—ED.

SIR: Is it true that BuAer has issued a bulletin which recalls all enlisted pilots over 35 years of age from combat zones?—C. P. J., CAP.

• *No.*—ED.

SIR: Is the Navy considering the establishment of an aviation pharmacist's mate rating?—V. W. H., PhM3c.

• *No.*—ED.

COMMISSION PENNANT

SIR: What do the seven stars on the commission pennant represent?—J. L. S., RM2c, USNR.

• *In 1933 there were three 7-star pennants (4, 6, and 9 ft.) in use as boat pennants. Upon recommendation of Cominch, the two smaller ones were adopted as ship pennants. The largest one was discontinued, as were the four 13-star ship pennants (20 to 70 ft.) also used then. Both types date from the earliest days of our Navy. The original meaning, if any, of the seven stars has been lost (in 1933 it was simply said that the number provided a suitable display); the 13 stars undoubtedly represented the original colonies.*—ED.

NAMING OF MASTS

SIR: If a warship has only one mast, is the mast called a foremast or a mainmast?—R.G.A., Lt., USNR.

• *The 1944 edition of The Bluejackets' Manual, p. 163, states that the single mast would be called a foremast or simply a mast.*—ED.

OVERSEAS-DUTY CHEVRONS

SIR: I am in a Seabee outfit which has been in the Aleutians for over 18 months. We have been told that our stevedore battalion has done a fine job.

For these 18 long and hard months, away from the things we love best, we are eligible to wear the Asiatic-Pacific ribbon. We are proud of our uniform, our branch of the service and the work it has done.

Is it any wonder that we would be particularly proud if the Navy would permit us to wear, when we return home, three chevrons on our sleeves, similar to those worn by the Army, to indicate the time we have been away from home?—J. R. S., BM2c, USN.

SIR: You mentioned in the Dec. 1944 INFORMATION BULLETIN, p. 39, that area ribbons have been authorized, instead of chevrons, for overseas duty in this war. That is true, but unfortunately the beribboned heroes who merely spent the 30 days required in the area look like the seasoned veterans.

Has any change in this policy been decided upon which would give the old-timers the recognition they so well deserve, in a way that all could plainly see?—R. H. S., Lt., USNR.

• *The Navy holds that area campaign ribbons are sufficient visual evidence of sea duty and service outside the continental U. S. The bronze stars worn on these ribbons also provide adequate indication of participation in recognized combat and hazardous operations. No change in this policy on overseas chevrons for naval personnel is anticipated.*—ED.

OFFICER-TRAINING

SIR: I am a Negro with two years of college work and 26 months of overseas duty. Is there any officer-training program in the Navy for which a man with my background would be eligible?—B. M. C., BM2c.

• *Negro personnel are participating in the Navy officer-training programs, for which they are eligible under the same rules as are white personnel. Complete details may be found in BuPers Circ. Ltrs. 373-44 (NDB, July-Dec., 44-1402) and 90-45 (NDB, 15 April, 45-374; see report on p. 78 of this issue.*—ED.

MOBILE DRYDOCKS

SIR: In your April issue, p. 19, is a picture of a concrete floating drydock which the caption describes as self-propelled. I think you're wrong on that point; at least, all the mobile drydocks I ever saw or heard of could get around only by being towed or pushed.—Lt. (jg) T. B. R., USNR.

• *You are right. The nearest thing to a self-propelled drydock that the U. S. Navy has is the LSD (landing ship, dock) which, besides ferrying landing craft to invasion areas, can berth them for repairs.*—ED.

CITIZENSHIP REQUIREMENT

SIR: I have been a citizen of the U. S. since 7 November 1941. Is there any regulation regarding the length of time a man must be a citizen before he can be appointed a warrant or chief warrant officers?—H. F. S., MoM1c, USNR.

• *No.*—ED.

MATERNITY EXPENSES

SIR: Will the Navy pay expenses at a civilian hospital of a maternity case for an enlisted man's wife if Navy hospital facilities are not available?—A. G. C., AOM2c, USNR.

• *No. Medical service is provided for the wives, children and other actual dependents of Navy and Marine Corps personnel but only by naval medical officers at naval dispensaries, naval hospitals or other medical department activities of the Navy where such service has been established. This service, while providing Navy doctors for maternity cases, does not provide payment of hospital expenses. At naval establishments where facilities are available, however, maternity cases are admitted to the hospital or dispensary without charge to dependents.*

Information as to the availability of medical service and/or the admission of maternity cases to naval hospitals and dispensaries may be obtained from the nearest Navy medical establishment or from the commandant of the naval district in which the dependent is located.

Also, under a plan of the Children's Bureau of the U. S. Department of Labor, the wife of an enlisted man of the Navy, Marine Corps or Coast Guard in the four lowest pay grades (PO3c, sergeant or below), is eligible, irrespective of her legal residence and financial status, for free medical and hospital maternity services. Application forms are available from state and local health and welfare agencies, American Red Cross chapters, prenatal clinics, and local physicians participating in the program.—ED.

Limited space makes it impossible to print more than a small proportion of the letters received each month. Only those of widest interest, for which the answers are not readily available at ships and stations, can be selected. If your letter does not appear, it is suggested that you check back through recent issues of the INFORMATION BULLETIN, since many letters must be eliminated because they have been answered by previous material in the Letters column or elsewhere.

NAMING OF NEW CVBs

SIR: With the recent launchings of the 45,000-ton aircraft carriers (CVBs) USS *Midway* and USS *Coral Sea*, the question has come up how these names can be used when there are already two CVEs bearing these names.—J. H. B., Sp(A)1c.

• *On 15 Sept. 1944 the name of CVE 63 (later sunk in the Battle off Samar:* INFORMATION BULLETIN, *Jan. 1945, p. 2) was changed from* USS Midway *to* USS Saint Lo *and that of CVE 57 from* USS Coral Sea *to* USS Anzio, *leaving their former names available for the new CVBs.*—ED.

FAMILY ALLOWANCE

SIR: I read that a PO2c, or higher, can have the family allowance being sent his dependent changed to MAQ (monetary allowance in lieu of quarters). Is this correct?—M. A., B., ARM2c, USNR.

• *No, but the reverse is: A man receiving MAQ may have it changed to family allowance and sent his dependent. However, once the switch to family allowance is made it can't be changed back to MAQ.*—ED.

POSTWAR ALASKA

SIR: Where can I get information about Alaska, as to postwar jobs open there with the U. S. Government, and land open for homesteading?—B.M., CM2c.

• *For information on homesteading in Alaska (as well as in continental U. S.) write Commissioner of the General Land Office, Department of the Interior, Washington 25, D. C. For information on Federal job opportunities there, write U. S. Civil Service Commission, Washington 25, D. C. A list of government publications relating to Alaska is available from the Superintendent of Documents, Washington 25, D. C. There is also a useful brief booklet for servicemen, called "What Has Alaska to Offer Postwar Pioneers?" This is put out by the War Department and may be requested from the Educational Services Section, BuPers.*—ED.

DISRATED CPO

SIR: If a CPO(PA), who was recalled from the fleet reserve to active duty, is disrated to second class by general court-martial, what rate will he have when he again goes on inactive duty?—H. H.

• *Unless the court-martial sentence specifically states that the rating to which he was reduced is to remain in effect after he is again placed on inactive duty, he would revert to CPO, his former rating. This is provided for by BuPers Circ. Ltr. 70-40 (NDB, cum. ed. 1943, 40-2017).*—ED.

CREDIT FOR TIME IN V-12

SIR: Does time spent in the V-12 program count as time for advancement in rate if the man is separated from the program for academic or other reasons and restored to his original rate?—S. D., Y1c, USNR.

• *No, as service requirements prescribe that specific periods be served in the next lower pay grade to be eligible for advancement. As men are enrolled in V-12 in AS rating, this time would not count toward promotion in the event they are separated from the college program.*—ED.

FIRE FIGHTERS

SIR: Before enlisting in the Navy I was with the New York City Fire Department for 10 years. At the time I enlisted (June 1943) I was told there was no rating which specifically covered my previous civilian experience, and was rated shipfitter. Is there any specialist rating which would enable me to use my professional fire-fighting experience in the Navy? If so, how would I apply for this duty?—R. F. H., SF2c.

• *Men with previous fire-fighting experience, particularly with large municipal fire departments, may be rated Sp(F) for duty aboard ships and stations. Sp(F) rating was created on 12 Oct. 1943 by BuPers Circ. Ltr. 205-43 (corrected) (NDB, cum. ed. 1943, 43-1491). Qualified personnel may apply to BuPers, via official channels, for assignment to fire-fighting duty, and those men who are made available by their COs, without relief, and whose services are not urgently needed elsewhere may be ordered to fire fighters schools for training. Men less than 40 years of age will not be rated Sp(F) unless they have completed a 30-day course of instruction at a fire-fighter school.*—ED.

BUREAU OF NAVAL PERSONNEL
INFORMATION BULLETIN

Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action.

MAY 1945 NAVPERS-O NUMBER 338

This magazine is published for the information and interest of the Naval Service as a whole, but opinions expressed are not necessarily those of the Navy Department. Articles of general interest may be forwarded to the Editor.

All dates used are local time at scene of action unless otherwise indicated.

FAREWELL AND HAIL TO THE CHIEF

The Navy which Franklin Delano Roosevelt loved and led feels an especial sorrow in the passing of its Commander-in-Chief.

No matter when it came, his death would have been a great tragedy to the cause of the peace for which the Navy with the other armed forces of the nation and her Allies are now fighting. That it had to come when the final battles are still to be won—on the sea, on land, and at the treaty tables—is a grievous loss.

But the facts of war must be faced. Casualties occur. When a leader falls in battle, someone else must step up to take his place.

So the Army and the Navy have a new Commander-in-Chief, the new President of the United States, Harry S. Truman. As he said in his broadcast to the armed forces (see p. 42), he has assumed the duties which the Constitution and fate have put upon him.

With a heavy heart for our loss, but with faith and allegiance for our new leader, we salute and say:

Hail to the Chief!

QUOTES OF THE MONTH

• *Mrs. Eleanor Roosevelt,* in message announcing death of the President to their four sons in the armed forces: ". . . He did his job to the end as he would want you to do."

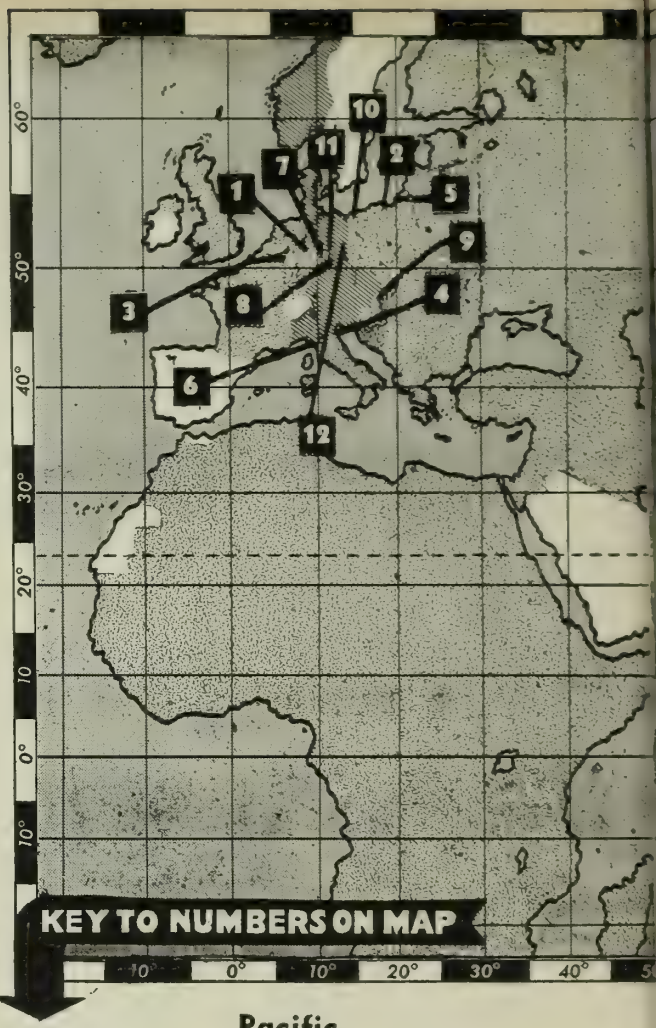
• *Secretary of the Navy Forrestal*: "The Japanese . . . are devoid of any of the standards of what we call sportsmanship. . . . There is no persuasion, I fear, except that expressed by bullets, bombs and cold steel which will reform them."

• *Fleet Admiral King*: "Today there are people who gaze into the future and confidently predict that sea power—control of the seas—will not be a significant factor in determining the outcome of another war. Some of these prognosticators are the same as those who, earlier in this war, sang the swan song of the battleship and consigned the foot soldier to oblivion."

• *Vice Admiral Marc A. Mitscher,* commander of Fast Carrier Task Force, to Maj. Gen. Curtis E. LeMay, commanding general of 21st [B-29] Bomber Command: "We are proud to operate in the same area as a force which can do as much damage to the enemy as your force is consistently doing. May your targets always flame."

• *DNB,* Nazi news agency: "The position of Japan has become, in many respects, similar to that of Germany."

• *Maj. Gen. Willis H. Hale,* acting commander of Army Air Forces, POA: "The noose of air bases which we have been drawing around the industrial heart of Japan tightened with a sharp jerk with the fall of Iwo Jima."

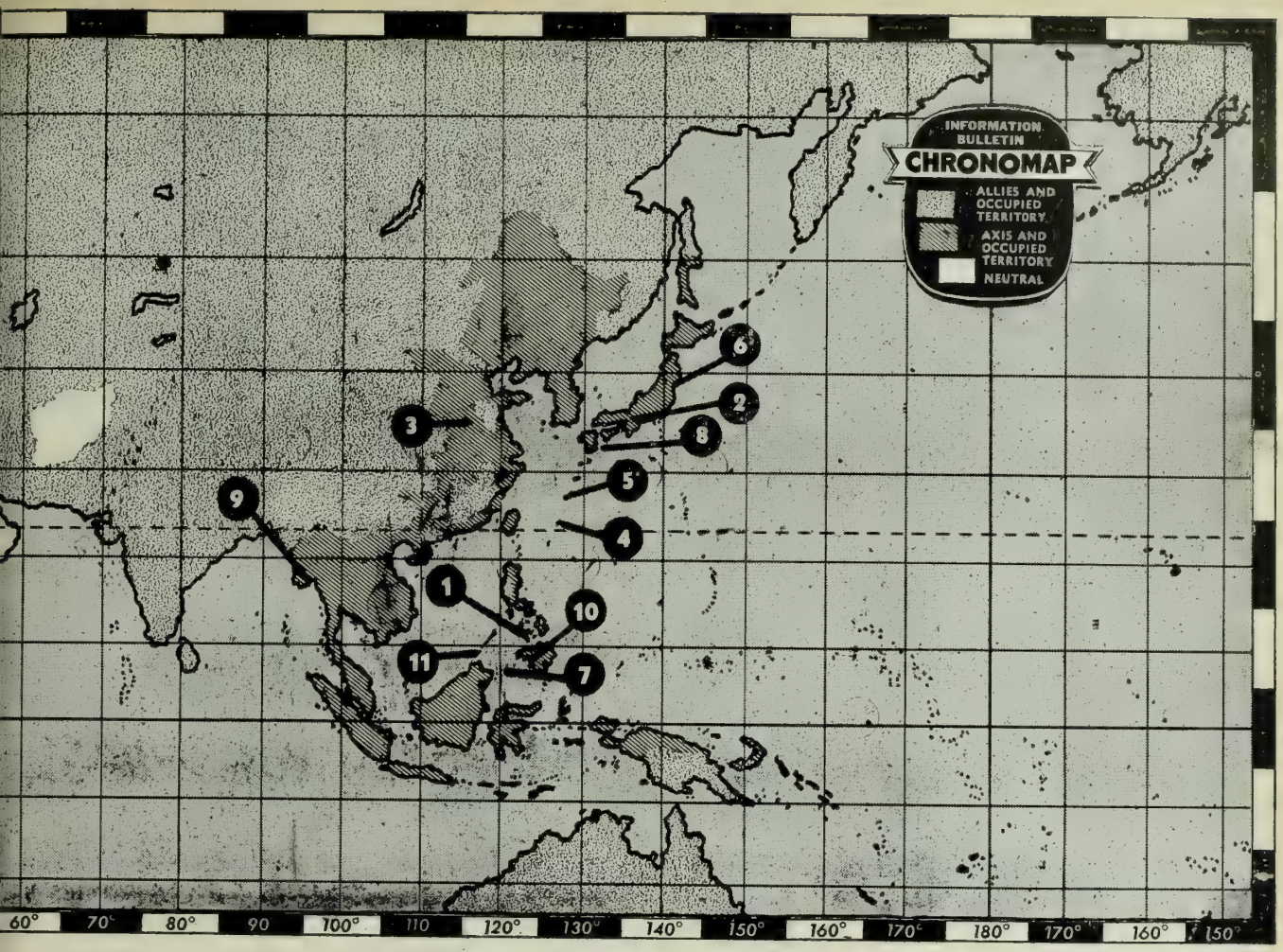


Pacific

1. Resistance ends on Panay (21 March). U. S. troops make 10 new landings in Central Philippines (22 March-14 April).
2. B-29s hit Nagoya aircraft plants (24 March).
3. 14th AAF destroys, evacuates its Laochokow bases as Japs advance in China (26 March).
4. British carrier force hits Sakishimas (26-27 March).
5. U. S. forces invade Okinawa (1 April) after 10-day pounding, occupation of Kerama Islands (26 March).
6. B-29s blast Tokyo factories (2, 4, 7, 14, 16 April).
7. Yanks head toward Borneo, invade Tawi Tawi (3 April), Jolo (9 April).
8. U. S. carrier planes sink last large Jap battleship, 2 light cruisers, 3 destroyers off Kyushu (6 April).
9. British-Indian troops take Taungup, Jap supply base in Burma (16 April).
10. Americans in Philippines make two new Mindanao landings, at Malabang and Parang (17 April).
11. U. S. troops land on Balabac near Borneo (18 April).

Europe

1. Four Allied armies bridge northern Rhine (23 March).
2. Russians capture Gdynia, Danzig (28, 30 March).
3. U.S. 9th and 1st Armies join, encircling Ruhr (1 April).
4. British 8th Army crosses Comacchio lagoon, near Adriatic, in Italy (2 April).
5. Red troops take Koenigsburg on Baltic (9 April).
6. British 8th Army captures Massa, Italy (11 April).
7. U.S. 9th Army crosses Elbe River, 50 miles from Berlin (12 April).
8. U.S. 3d Army takes Weimar (12 April), smashes into Czechoslovakia (18 April).
9. Russians capture Vienna (13 April).
10. RAF bombers sink German pocket battleship *Luetzow* at Swinemuende (16 April).
11. U.S. 1st Army takes Leipzig and Halle (19 April).
12. Russians drive within 7 miles of Berlin (20 April).



THE MONTH'S NEWS

PERIOD 21 MARCH THROUGH 20 APRIL

President Dies; We Invade Okinawa, Batter Jap Fleet; German Defenses Crumble

Commander-in-Chief

FRANKLIN DELANO ROOSEVELT, 32d President of the United States and Commander-in-Chief of the Army and Navy in America's greatest war, died suddenly on 12 April at Warm Springs, Ga.

At the White House in Washington that evening Vice President Harry S. Truman took the oath of office as his successor and, in his first statement, declared: "The world may be sure that we will prosecute the war on both fronts, east and west, with all the vigor we possess to a successful conclusion."

The change in leaders, which the new President emphasized would mean no change of strategy in the fight for both military victory and lasting peace, came at a moment when U. S. armies stood less than 50 miles from Berlin and warships of the U. S. Fleet steamed defiantly off the shores of the Japanese homeland.

Mr. Roosevelt, who had been President for 12 years, one month and eight days, died of a cerebral hemorrhage at the age of 63 while on a brief holiday to rest in preparation for opening the United Nations conference at San Francisco (see p. 58).

By special train the body of the late President was brought to Washington for a simple funeral ceremony in the White House. From Union Station the flag-draped coffin was carried on a caisson flanked by members of the armed forces through streets lined with thousands of solemn-faced Americans. Flags throughout the city flew at half staff. Most business houses were closed. Government offices closed at noon.

Members of the Roosevelt and Truman families, government dignitaries and representatives of foreign governments attended the funeral services conducted in the east room of the White House at 1600 on 14 April. More mourning thousands lined the streets later as the funeral cortege moved back to the station where a train carried the President's remains to Hyde Park, N. Y.

There, on the Roosevelt ancestral estate, he was laid to rest as he had desired in the hedge-bordered garden as a firing squad paid final tribute to the Commander-in-Chief.

Only one of the President's four sons, all in the armed forces, was able

LAST JUNE

Within two weeks the U. S. Navy took part in the biggest amphib operations up till then in both the European and Pacific Theaters—the landings in Normandy and on Saipan—and, in the Battle of the Philippine Sea, sank two Jap carriers, destroyed or damaged 14 other ships and shot down 402 planes.

JUNE 1945

SUN	MON	TUE	WED	THU	FRI	SAT
*	*	*	*	*	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

What will we do this year?

SORROWING throng lined Washington's Constitution Avenue as body of Franklin Roosevelt was borne home to White House on horse-drawn caisson.

to attend the rites. Brig. Gen. Elliott Roosevelt, of the Army Air Forces, flew from London for the services. Col. James Roosevelt, USMCR, flew home from the Philippines but, delayed by headwinds, did not arrive until an hour and a half after the burial service. Lt. Comdr. Frankin D. Roosevelt, Jr., USNR, and Lt. John Roosevelt, (SC) USNR, remained at their posts in the Pacific.

Messages of condolence and tribute poured into Washington from all over the world. Everywhere American forces were serving—on ships, in jungles, on deserts, in foxholes—special memorial rites were conducted.

In the death of the President, the Navy lost one of its staunchest friends and greatest champions (see p. 2). During the last war Mr. Roosevelt was Assistant Secretary of the Navy under Joshephus Daniels. And under his command for the past 12 years, the Navy has achieved its greatest growth, dwarfing all other navies of the world. In an Alnav dispatched the day of Mr. Roosevelt's death, Secretary of the Navy James Forestal said:

"I have the sad duty of announcing to the naval service the death of Franklin Delano Roosevelt, the President of the United States . . .

"The world has lost a champion of democracy who can ill be spared by our country and the allied cause. The Navy which he so dearly loved can pay no better tribute to his memory than to carry on in the tradition of which he was so proud.

"Colors shall be displayed at half mast for 30 days beginning 0800 13 April west longitude date insofar as war operations permit. Memorial services shall be held on the day of the funeral to be announced later at all yards and stations and on board all vessels of the Navy, war operations permitting.

"Wearing of mourning badges and firing of salutes will be dispensed with in view of war conditions."

President Truman took over his new duties immediately. Sworn into office only a few hours after the death of Mr. Roosevelt, he started the next day conferring with his military leaders—the Secretaries of War and of the Navy, top-ranking admirals and generals. With the exception of a precedent-breaking luncheon at the Capitol with former fellow senators, his entire day was devoted to conferences at the White House. Saturday and Sunday he attended the funeral services of the late President. During the next few days he plunged into the affairs of his new office with all the vigor of his predecessor.

Born in Lamar, Mo., on 8 May 1884, Mr. Truman fought in the last war as a captain in the Army Field Artillery. Following the war he attended the Kansas City School of Law and later was appointed judge of Jackson County Court. In 1934 he was elected to the Senate from Missouri. With the start of the present war he headed the Senate's War Investigating Committee and soon became known as the man who next to the President "knew most about the war."

One of Mr. Truman's first acts as President was to speak before a joint session of Congress on 17 April. He pledged himself to carry out the war and peace policies of Mr. Roosevelt and appealed for a program of united public support of a program of unconditional surrender of the enemy and to establish "a strong and lasting United Nations organization" for world peace.

The following evening he made a radio address to members of the armed forces which was broadcast all over the world. His speech in full follows:

"After the tragic news of the death of our late Commander-in-Chief it was my duty to speak promptly to the Congress and the armed forces of the United States.

"Yesterday, I addressed the Congress. Now I speak to you.

"I am especially anxious to talk to you, for I know that all of you felt a tremendous shock, as we did at home, when our Commander-in-Chief fell.

"All of us have lost a great leader, a far-sighted statesman and a real friend of democracy. We have lost a

Photographs from Press Association, Inc.

OATH of office was administered to President Truman at the White House by Supreme Court Chief Justice Stone only a few hours after the death of President Roosevelt.

Photograph by Harris & Ewing

COMMANDER-IN-CHIEF: Harry S. Truman, 33d President of the United States. This portrait of the new chief executive was taken early this year.

hard-hitting chief and an old friend of the services.

"Our hearts are heavy. However, the cause which claimed Roosevelt, also claims us. He never faltered—nor will we!

"I have done, as you do in the field, when the commander falls. My duties and responsibilities are clear. I have assumed them. These duties will be carried on in keeping with our American tradition.

"As a veteran of the first World War, I have seen death on the battlefield. When I fought in France with the 35th Division, I saw good officers and men fall, and be replaced.

"I know that this is also true of the officers and men of the other services, the Navy, the Marine Corps, the Coast Guard and the Merchant Marine.

"I know the strain, the mud, the misery, the utter weariness of the soldier in the field. And I knew too his courage, his stamina, his faith in his comrades, his country and himself.

"We are depending upon each and everyone of you.

"Yesterday I said to the Congress and I repeat it now:

"'Our debt to the heroic men and valiant women in the service of our country can never be repaid. They have earned our undying gratitude. America will never forget their sacrifices. Because of these sacrifices, the dawn of justice and freedom throughout the world slowly casts its gleam across the horizon.'

"At this decisive hour in history it is very difficult to express my feelings. Words will not convey what is in my heart.

"Yet I recall the words of Lincoln, a man who had enough eloquence to speak for all America. To indicate my sentiments, and to describe my hope for the future, may I quote the immortal words of that truly great Commander-in-Chief:

"'With malice toward none; with charity for all; with firmness in the right, as God gives us to see the right, let us strive on to finish the work we are in; to bind up the nation's wounds; to care for him who shall have borne the battle, and for his widow, and his orphan—to do all which may achieve and cherish a just and lasting peace among ourselves, and with all nations.'"

PACIFIC

We Land on Japan's Doorstep

The heavy tread of America's war might rumbled ominously on Japan's doorstep last month when the largest amphibious force in Pacific history—more than 1,400 ships—struck at the west coast of Okinawa Island, only 325 miles from Japan.

Girded for another bloody battle comparable to the recently concluded Iwo Jima campaign, elements of the new 10th U. S. Army, commanded by Lt. Gen. Simon Bolivar Buckner, Jr., stormed ashore to find only a handful of Japs defending the strategic central section of the island.

For nearly two weeks before the invasion, powerful carrier task forces of Admiral R. A. Spruance's 5th Fleet roamed the waters around the Ryukyu group, of which Okinawa is the largest. Enemy destroyers, escorts and cargo vessels were sunk by torpedo planes and divebombers which shared with battleships, cruisers and lighter units the job of softening up enemy defenses. Airfields, submarine pens, barracks and gun emplacements were pounded with tons of shells and bombs. Fifteen hundred planes participated in the attack. Then, six days before the Okinawa invasion, soldiers of the 77th Army Division landed on and captured the islands of the Kerama group, just west of the southern tip of Okinawa. There they established heavy artillery batteries protecting Okinawa from enemy interference in that sector.

On Easter Sunday marines and soldiers landed on Okinawa, quickly established a three-mile-deep beachhead and, by the following day, thrust clear across the island, capturing two airfields and driving south to within eight miles of the capital, Naha. By the end of the first week the heavily reinforced assault troops had captured nearly a quarter of the island, marines of the 1st and 6th divisions fanning out to the north and the 7th, 27th and 96th Army divisions striking south. They halted only to let supplies catch up with them.

On 6 April the Japs finally attacked, but by air instead of land. Evidently attemping to break up the massive supply and bombardment fleet operating in the Ryukyus, a heavy concentration of enemy planes swooped down during the day, many of them bent on suicide missions (p. 45). Fleet fighters knocked 245 of the enemy out of the air during the first attack. Another strong force roared in, apparently from the Jap homeland, that evening and again the following morning. Fighters this time accounted for 55 planes while antiaircraft guns shot down 61. Loss to the U. S.: three destroyers sunk, several damaged.

Despite their air losses the Japs made one more belated attempt to salvage their loss of face at Okinawa. They sent fast and powerful surface vessels, including the 45,000-ton battleship *Yamato*, steaming towards Okinawa, but this sortie also ended in one-sided defeat for the Nips (p. 45).

On land, gradually stiffening resistance which first became noticeable on

OKINAWA ASSAULT was an around-end play with U. S. forces hitting the island's west side instead of the east side fronting the U. S. line of advance across the Pacific. On relief map (above), product of the Terrain Model Workshop, Naval Photographic Intelligence Center, are shown advances of the Army southward and marines northward as of 15 April. Flags indicate minor island landings in support of the main drive. Map on the opposite page shows Okinawa's strategic location in relation to advance U. S. bases and outposts of Japan.

6 April developed strongly in the south during the next two days. Army doughboys suddenly ran into the heaviest artillery barrage of the Pacific war and into a defense line of double-decker concrete pillboxes, hillside caves and fortified ravines stretching clear across the island just above Naha. It was evident the Japs were going to make their stand in the more heavily populated southern section, for opposition to the marines in the north was negligible.

From 9 to 15 April the marines advanced, mopping up Motobu peninsula on the west coast and pushing their lines to the north. On 19 April they reached the northern tip of the island.

The soldiers, hampered by rugged terrain plus a fanatical enemy, reported gains of only 200 to 400 yards daily, despite heavy support from battleship and cruiser guns and carrier planes. Then they bogged down, stopped dead by fierce counterattacks and stubborn Japs.

During that period the Japs made one more suicide attack on the fleet. This time it cost them 118 planes to sink one destroyer and damage other vessels.

The invading forces did not restrict their activity strictly to Okinawa proper. Early in the campaign they sidestepped over to small Tsukan Island, dominating Nakagusuku bay, taking it with comparative ease.

On 17 April they hopped over to Ie island off the west coast and in little more than 24 hours fighting captured two thirds of the island. On the second day Ernie Pyle, famous war correspondent, was killed (p. 21).

Fourteen U. S. naval vessels were sunk in the Okinawa and associated operations between 18 March and 18 April, Pacific Fleet headquarters announced: five destroyers—the *Halligan, Bush, Colhoun, Mannert L. Abele* and *Pringle*—the minecraft *Emmons* and *Skylark*, the destroyer transport *Dickerson*, the gunboat *PGM 18*, the ammunition ships *Hobbs Victory* and *Logan Victory* and three amphibious vessels—*LCI 82, LCS 33 and LCT 876*. During the same period 100 enemy ships including the battleship *Yamato* were sunk, besides many small craft, and 2,569 Jap aircraft were destroyed.

Casualties for the Ryukyus campaign in approximately the same period totaled 7,895 killed, wounded and missing. Of these, naval personnel losses were 989 killed, 2,220 wounded and 1,491 missing; casualties among ground forces, including both marines and soldiers, were 478 killed, 2,457 wounded and 260 missing.

Capture of Okinawa, although it may be delayed by Jap resistance equaling that of Iwo in violence, eventually will give American forces more strategic advantages than they have obtained in any other Pacific victory. From Okinawa's eight navigable bays, harbors and anchorages hundreds of surface ships and scores of submarines may be based for attacks against Japan proper. Not only can these vessels directly attack other Jap possessions and the mainland, but they will also be able to institute a stiff blockade around Japan and cut enemy supply routes to the south. The Jap base of Formosa will be outflanked and neutralized.

Navy Wins Sea-Air Battle

About a fourth of the Japanese Navy's remaining major combat force was blasted beneath the surface of the East China Sea by waves of carrier-based U. S. aircraft last month in an action which cost the enemy the 45,000-ton battleship *Yamato,* two cruisers and three destroyers.

After search planes spotted a Jap fleet steaming southwest of Kyushu, southernmost of the Japanese home islands, fast carriers under Vice Admiral Marc A. Mitscher, USN, raced to within striking distance and launched dive and torpedo bombers and fighters.

Although no air opposition was encountered, the Navy planes had to press home their attacks through withering antiaircraft fire including 16-inch shells from the *Yamato's* main batteries. Eight torpedoes smashed into the *Yamato's* hull and eight heavy bombs ripped her decks and superstructure. Within a few minutes she blew up and sank. Other planes concentrated on a 5,000-ton cruiser of the *Agana* class and another smaller cruiser or heavy destroyer. These soon followed the *Yamato.* Pilots added three destroyers to their bag and badly damaged three more. About three enemy destroyers escaped.

During the attack on the *Yamato* seven U. S. planes were lost. The battle came as a successful climax to an air action the day before during which the same carrier forces participated in the destruction of 245 enemy planes near Okinawa.

Earlier in the month more complete results of Admiral Mitscher's 19 March attack on Kyushu and Jap fleet units in the Inland Sea were announced. The far-ranging U. S. aircraft sank 6 small freighters, damaged 1 or 2 battleships, 2 or 3 aircraft carriers, 2 light aircraft carriers or escort carriers, 2 escort carriers, 1 heavy cruiser, 1 light cruiser, 4 destroyers, 1 submarine, 1 destroyer escort and 7 freighters. Extensive damage was done to air installations, including hangars, shops, arsenals and oil-storage facilities at several points on Kyushu. Navy planes shot down 281 enemy aircraft, destroyed an additional 275 on the ground and destroyed or damaged 175 on the ground.

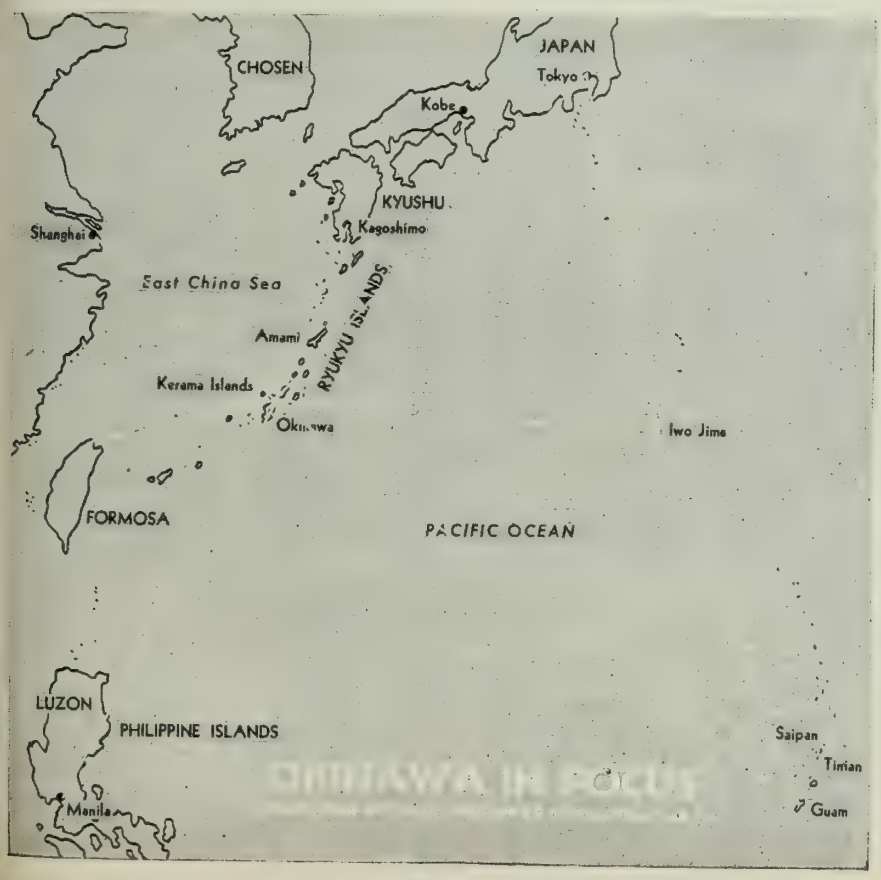
The air-sea action far from completed the 5th Fleet's activities for the month. Besides maintaining a constant air patrol around Okinawa and shooting down scores of enemy aircraft which attempted to attack ships and troops, carrier planes made a three day sweep (12-15 April) over the northern Ryukyus and Kyushu. Over Kikai and Tanega airfields they accounted for 77 Japs who came up to do battle. Later they tackled major air bases at Kanoya and Kushira and Kyushu and tallied 29 enemy planes destroyed, 58 destroyed on the ground and 60 more damaged.

CASUALTY FIGURES

Casualty figures among naval personnel through 20 April totaled 98,077. Total since 7 Dec. 1941:

	Dead	*Wounded*	*Missing**	*Prisoners**	*Total*
U. S. Navy.....	25,084	14,519	9,473	2,372	51,448
U. S. Marine Corps.	12,168	30,652	820	1,884	45,524
U. S. Coast Guard.	598	210	297	....	1,105
Total	37,850	45,381	10,590	4,256	98,077

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.



British Fleet Fights With Ours

Powerful units of the British Royal Navy, including the battleship HMS *King George V,* and the carrier HMS *Illustrious,* are fighting side by side with U. S. Navy ships in the Pacific under operational control of Admiral R. A. Spruance, USN, Commander, 5th Fleet.

Since 26 March, when British carrier task forces destroyed 20 enemy aircraft and a small coastal vessel in a bombing and strafing strike in the Sakishima group of islands southwest of Okinawa, carrier units under Rear Admiral Sir Philip Vian, RN, have been sweeping the seas between the Ryukyus and Formosa.

These carriers supported the Okinawa landings with smashing attacks on Ishigaki and Miyaka Islands in the Sakishima group on 31 March and 1 April. Fighters destroyed 14 Jap planes and damaged six others out of 20 attempting to land during the attack. One week later the British force returned to the Sakishimas and destroyed eight more planes.

By-passing the Sakishimas a week later, the British drove on Formosa. Hellcats and Seafires—carrier version of the famous Spitfire—roamed over three major airfields, Shinchiku, Kiirun and Matsuyama, for two days. Their score: 16 enemy aircraft shot down, one destroyed on the ground, five damaged. Hangars, barracks, buildings, a railway bridge and a train were damaged. During the strike small groups of Jap planes attempted to hit British surface ships but the attack was repulsed without damage.

The task force is part of the British Pacific Fleet commanded by Admiral Sir Bruce Fraser, RN.

Those Jap Suicide Pilots

Japanese "do-and-die" suicide pilots have been attacking units of the Pacific Fleet for several months without seriously interfering with our operations, it was announced during April in a statement authorized by Fleet Admiral Nimitz. Notable recent attacks include those made on U. S. Navy forces operating in the vicinity of the Ryukyu Islands during the assault on Okinawa. During some attacks as many as 245 enemy planes have been shot down by carrier planes and antiaircraft fire.

"For some months the Japanese have been employing aircraft on a gradually increasing scale in suicidal attacks upon our forces in the Western Pacific," the statement disclosed. "These aircraft were initially piloted by a group of pilots who were known as the 'Kamikaze Corps' by the Japa-

Official U. S. Navy photograph

ONE MORE ISLAND of the Philippines is wrested from the Japs as Navy landing craft go into Cebu. The curtain of smoke was raised by guns of 7th Fleet.

nese. The enemy has made much in his propaganda of this 'sure death—sure hit' suicide technique which is simply an attempt to crash planes on the decks of our ships.

"The enemy has expended a large number of planes and personnel on missons of this nature with negligible effect on the continuing success of our operations. Some major units of the fleet have been damaged but no battleship, fast carrier or cruiser has been sunk. Some smaller ships have been sunk, but in the great majority of cases they have remained in operation after being struck . . .," the statement continued.

"Effective methods of meeting and destroying suicidal attacks have been developed and will continue to be employed to increase the toll of Japanese aircraft shot down by our aircraft and antiaircraft guns.

"The 'suicide attack' and the so-called 'Kamikaze Corps' are the products of an enemy trapped in an increasingly desperate situation. Pushed back upon their own inner defenses the Japanese have resorted to fanatical methods which, from a purely military viewpoint, are of doubtful value."

The statement also disclosed that, although these pilots are reported to be volunteers, "many have very willingly become survivors of 'suicide' missions and are now prisoners of war."

Sub Sinkings . . . U. S. Losses

Prowling U. S. submarines, the Navy Department announced last month, have sunk 26 more Jap ships, including a large aircraft carrier, within the past month.

The carrier, fourth to be destroyed by submarine action, was announced as sunk in the same communique that also reported 2 enemy destroyers, 2 escort vessels and 6 merchantmen sunk. The destroyer sinkings brought the total Japanese losses of that type of vessel by submarine attack to 52.

Fifteen enemy vessels were reported sunk by undersea attack on 15 April: 1 escort vessel, 2 destroyer transports, 1 large tanker, 1 naval auxiliary, 1 converted gunboat, 6 medium cargo vessels, 1 medium tanker and 2 small cargo vessels. The latest list increased the total of all Jap ships sunk by U. S. submarines since the start of the war to 1,098.

U. S. Navy losses announced during the same period included, in addition to vessels sunk in the Ryukyus (p. 44), the escort carrier USS *Bismarck Sea* and five amphibious vessels of various types. Three submarines, USS *Albacore*, USS *Barbel* and USS *Scamp*, were announced overdue and presumed lost.

The *Bismarck Sea* was lost after a heavy enemy aerial attack off Iwo Jima on 21 February. The 4,000-ton carrier was set on fire by Jap bombs. The fires spread out of control, and the 1,500-man crew was forced to abandon her. Most of the officers and men were saved. Amphibious vessels reported sunk were the *LST 577*, *LCS (L)(3)-49*, *LCS(L)(3)-7* and *LCI(G)-974*, in the Philippines area, and the *LCI(G)-474* near Iwo.

The State Department announced that a Japanese vessel, the *Awa Maru*, returning from delivering relief supplies to American prisoners of war and civilian internees in the Orient, was sunk by a U. S. submarine on 1 April. According to a Navy Department statement, the ship was 40 miles from her scheduled position and no lights or special illumination were visible at any time.

B-29s Step Up Blows at Japan

Japan's already battered industrial homeland reeled and tottered last month under the most massive land-based air blows so far in the Pacific war. Great fleets of B-29 Superfortresses showered tons of high explosives on Tokyo, Nagoya, Kanoya and other cities by day, then burned out thousands of acres of ramshackle targets with incendiary raids at night.

From their bases in the Marianas, the hugh bombers fired and destroyed at least 32.7 square miles, or more than half, of Tokyo's industrial section in three flaming raids. They made their longest flight on record to bomb Koriyama, 110 miles north of Tokyo. They raided the Jap capital with P-51 Mustang fighter escorts from recently captured Iwo Jima. They made their first tactical strike in a six-way blow against airfields on Kyushu from which enemy suicide pilots had been attacking Navy ships supporting the Okinawa operation.

In Tokyo block after block of wooden factories and thousands of "shadow factories"—homes where individuals do piecework—were swept by raging flames. Fire fighters were still trying to quench sections gutted in the raid of 14 April when more than 300 planes returned to the capital two days later and set fire to other and just as inflammable sections. Besides the incendiary raids, the B-29s hit Tokyo with high explosives on three other occasions during the month.

The long campaign to hamper and possibly destroy Japan's aircraft production continued. The famed Mitsubishi aircraft engine plant at Nagoya was bombed in great strength on 24 March, followed by lighter raids on 30 and 31 March. Then, on 7 April, a great Superfortress task force divided its attention between Tokyo's Nakajima engine plant and Nagoya's Mitsubishi factory. Both strikes were accompanied by fighters from Iwo.

Six airfields were hit for three successive days in the raids on the island of Kyushu. The objectives were believed to be bases of torpedo planes and suicide pilots which have been harassing the U. S. fleet and ground forces on and around Okinawa. Opposition to these raids was light. Pilots reported only meager flak and said they found no enemy aircraft, either in the air or on the fields. Coordinated with the Superfortress blows were fighter sweeps over the same airstrips. The Mustangs sped 650 miles from Iwo to bomb and strafe the Jap installations. On previous occasions they had done the same job on Tokyo while escorting the super-heavies.

During the month Superfortresses from India bombed Rangoon and Singapore and heavy bombers from the Philippines repeatedly attacked Hong Kong.

Philippines: Cleaning Up

American troops swarmed over the Philippines and an adjacent archipelago like ants on so many lumps of sugar last month, invading 13 more islands, landing again on two already partly occupied and driving frantic Japs scurrying for caves, mountains or convenient hari kiri.

Only in a few scattered areas was the enemy putting up more than a token resistance. In the northern sec-

tor of Luzon, where Army footsloggers nabbed Naguilian and an airfield and then battled 26 days to cover the 12 miles to the summer capital, Baguio, fighting was the hardest. The going was tough in southern Luzon also for a while until fresh landings were made on the lower tip of the island and the Japs were trapped between two powerful pincers.

Most of the assaults on other islands were launched so suddenly that the surprised Japs were unable to defend any definite lines before they were overrun.

Panay was the first island to fall. The following day, 23 March, GIs jumped two miles over water and seized Guimaras Island. Five days later the famed Americal Division landed at Talisay on Cebu's east coast. Within a few hours the doughfoots had ploughed halfway to Cebu City, the capital, and had captured it and 11 other towns the following day. The rout was beginning.

Mactan and Cauit, small islands east of Cebu, were invaded and followed on 31 March by a heavier assault across Guimaras Strait to larger Negros Island where Pulupandan and the important Bago River bridge fell quickly. One column of troops dashed 14 miles inland to take an airstrip on the outskirts of Bacolod, the pro vincial capital. Next day the city fell.

Just seven days after units of the 6th Army landed at Legaspi, on the southern tip of Luzon, and captured towns and airfields, General of the Army MacArthur declared all Jap resistance in southern Luzon was over.

Then his men invaded Bohol, last enemy-held island in the central Philippines, and tenth largest of the entire group.

Other troops poured into the islands of Masbate, eleventh largest of the Philippines, Rapu Rapu and Batan, the latter two in Albay gulf. Then others affected new landings on Mindinao at Malabang and Parang on Illana Bay. Within hours they had gained control of 35 miles of the northeast shore of Moro Gulf and were accepting the services of hundreds of guerrillas who wanted to exterminate the estimated 50,000 Japs on the island.

Gen. MacArthur did not restrict his actions to the Philippines themselves. From Zamboanga the 41st division of the 8th Army on 4 April hopped 200 miles to the island of Tawi Tawi on the southern end of the Sulu archipelago, only 30 miles from Borneo. The islands of Sanga Sanga and Bongao were seized. Other 8th Army forces made another leap five days later to Jolo Island, capturing the capital and achieving control of the entire archipelago. On 20 April they jumped to Balabac Island, 45 miles north of Borneo, to provide another menace to the oil-rich territory.

Casualties for the Philippines campaign were extremely one-sided, according to figures released by Gen. MacArthur. The Japs as of 16 April had lost 323,000 men, one way or another. American dead, wounded and missing totaled 31,778.

Also on the credit side for the Americans was the release of 7,000 civilians from a camp on the outskirts of Baguio. Most were Filipinos but they included some Americans and nationals of 14 other countries.

On 21 April, Gen. MacArthur announced that American forces had won control of the entire central Philippines with the encirclement of Japs on Cebu.

Behind Our Pacific Spearheads

Army, Navy and Marine fighters and bombers concentrated on many other Jap-held islands in the Pacific last month, with Chichi Jima in the Bonins still No. 1 on the list. Army Liberators of the Strategic Air Force bombed installations on Chichi at least a half-dozen times while Black Widows and Mustangs, some of them based on Iwo Jima, bombed and strafed Chichi's airfields and naval installations some 15 times. Haha Jima also received her share of explosives from the Mustangs and Black Widows.

Since the establishment of air bases in the Philippines, Army and Navy bombers have been hammering Japan's

Nimitz, MacArthur Named to Command All U. S. Naval, Army Forces in Pacific

America's two senior commanders in the Pacific Theater since December 1941, Fleet Admiral Chester W. Nimitz and General of the Army Douglas MacArthur, were named last month to command all U.S. naval and army forces, respectively, in the war against Japan.

This modification in the U.S. command organization was announced by the Joint Chiefs of Staff, whose members are Fleet Admiral William D. Leahy, Chief of Staff to the Commander-in-Chief; General of the Army George C. Marshall, Army Chief of Staff; Fleet Admiral Ernest J. King, Commander-in-Chief, U.S. Fleet, and Chief of Naval Operations; and General of the Army H. H. Arnold, Commanding General, U.S. Army Air Forces, whom the announcement stated would continue in command of the 20th Air Force.

Following is the full text of the announcement as released on 4 April by the Office of War Information:

"1. The Joint Chiefs of Staff, with the approval of the President, have modified the command organization for the war against Japan with a view to giving full effect to the application of our forces against the Japanese including the large forces to be redeployed from Europe, taking into account the changed conditions resulting from our progress in both the Southwest Pacific and the Pacific Ocean Areas. The rapid advances made in both areas, which have brought us into close proximity with the Japanese homeland and the China Coast, and the corresponding change in the character of operations to be conducted are the considerations which dictated the new directive.

Official U. S. Navy photograph

General of the Army MacArthur and Fleet Admiral Nimitz talk over future strategy in the Pacific at conference held in 1944, before their promotions to five-star rank.

"2. General MacArthur, Commander of the Southwest Pacific Area, under the terms of the new directive will be given command of all Army forces and resources in the Pacific Theater. Similarly, Admiral Nimitz, Commander of the Pacific Ocean Areas, will be given command of all Naval forces and resources in the Pacific Theater. General Arnold will continue in command of the 20th Air Force.

"3. The Joint Chiefs of Staff will continue to exercise strategic direction of the entire Pacific Theater and will charge either General MacArthur or Admiral Nimitz with the over-all responsibility for conducting specific operations or campaigns. Normally General MacArthur will be charged with the conduct of land campaigns and Admiral Nimitz with the conduct of sea campaigns. Each Commander will furnish the forces and resources of his service for the joint forces which are required for the conduct of the operation or campaign which has been duly directed by the Joint Chiefs of Staff.

"4. Essentially the new arrangement permits either Commander in Chief to conduct operations or campaigns in any part of the entire theater as directed by the Joint Chiefs of Staff, and the choice as to which shall be charged with the responsibility in each case will be dependent on the nature of the operation or campaign which is to be undertaken."

vital lifeline for rubber, tin and fuel oil from Malaya and the Netherlands Indies. Rear Admiral Frank D. Wagner, USN, Commander, Air Force, 7th Fleet, estimated last month that the constant air attacks in the China Sea have cut the lifeline by 90%.

In other parts of the Pacific, Ventures of Fleet Air Wing 4 carried out rocket and strafing attacks on Haake Kawa on Paramushiru while Privateers of Fleet Air Wing 2 made small-scale raids against Wake.

Bombings of the by-passed enemy toe-holds in the Marshalls continued and U. S. Navy personnel carried out a major liberation operation by rescuing 452 natives from the Japanese. The rescue, performed almost a year after U. S. landings in the Marshalls, started with a reported Japanese threat to decapitate the entire native population of Maloelap. In the face of this threat, many of the natives escaped to the U. S.-controlled atoll of Aur. U. S. naval officers set forth in an LCI and rounded up most of the remaining Maloelap natives. There are now 8,000 Marshallese under the American flag. Only a handful of natives on Mille and Jaluit atolls are still subject to Japanese domination.

Asia: Gains and Losses

Pushing hard toward Rangoon and the mouths of the Irawaddy River to effect the eventual expulsion of all Jap forces from Burma, British and Indian troops last month plunged 42 miles down the Burma coast to lay siege to and capture Taungup, vital Jap port and supply base on the Bay of Bengal.

The fall of the town marked another in the series of leap-frog jumps which the Allied Burma forces have made since last January when they landed at Akyab, 130 miles above.

Taungup's fall virtually brings to a conclusion the three-year battle for Arakan, fought through two monsoons and three seasonal heat spells. The Japs clung tenaciously to the small port because it was an important link in their inland chain of supply.

Other British and Indian troops started another thrust toward Rangoon in the Burmese oil area around Meiktila. They captured the railway junction of Thazi and pushed 70 miles south to within 70 miles of Rangoon. Burma forces number thousands of men, including 17 British Empire divisions, five or six Chinese divisions, the American Mars task force and thousands of supply troops, including many American.

Meanwhile, a Southeast Asia Command communique announced that the Japanese 15th Army in central Burma, pocketed with the capture of Mandalay and Meiktila, "no longer exists as an effective fighting force." The 15th and the 33d and 28th, which tried to rescue it, were all badly mauled by Allied forces. A headquarters announcement said 17,000 Jap dead had been counted on central Burma battlefields from 1 December to 31 March.

In Central China, the only war theater in which Axis forces are still on the offensive, the Japs started a new drive northwest of Hankow, aimed at capturing several Allied air fields and seizing the important wheat crop.

Sixty thousand troops began the push on 22 March and, within five days, their fast mechanized columns had driven to within 25 miles of Laochokow where one of the principal U. S. air bases for offensive action against the enemy in North China is located. Fourteenth Air Force officials admitted they destroyed the air base and evacuated equipment and personnel. Next day the Japs claimed they had captured Laochokow but Chinese reports said it was still being held by Chinese troops.

Despite the loss of the airfield, Maj. Gen. Claire L. Chennault's 14th Air Force was able to launch a heavy blow against Jap airdromes in China in coordination with Okinawa landings in the Ryukyus (p. 43). In a two-day blitz Mustangs and Mitchells destroyed or damaged 122 enemy planes and killed 1,200 enemy troops, part of a column of 3,000 caught on a spur railroad north of the Yellow River in Honan province.

As Chinese troops fought back along the Hankow-Canton corridor, main supply line for enemy troops guarding the China Coast, the Japanese began a three-pronged offensive toward the American air-base town of Chihkiang.

American planes fought the attack which started from the enemy base at Paoking, west of the Canton-Kankow railroad junction of Hengyang. All Allied efforts to the contrary, the Japs still advanced and succeeded in taking Sinning, 97 miles from Chihkiang, while pushing the northern prong of their offensive west of Paoking, only 85 miles from the American base.

Bad News Upsets Jap Cabinet

Diplomatic developments and the rapid advance of American forces toward Japan's home islands last month proved too much for Premier General Kuniaki Koiso. To his Emperor, Hirohito, he offered the collective resignation of his cabinet. It was accepted, and 77-year-old Admiral Baron Kantaro Suzuki, President of the Privy Council, was appointed to succeed him.

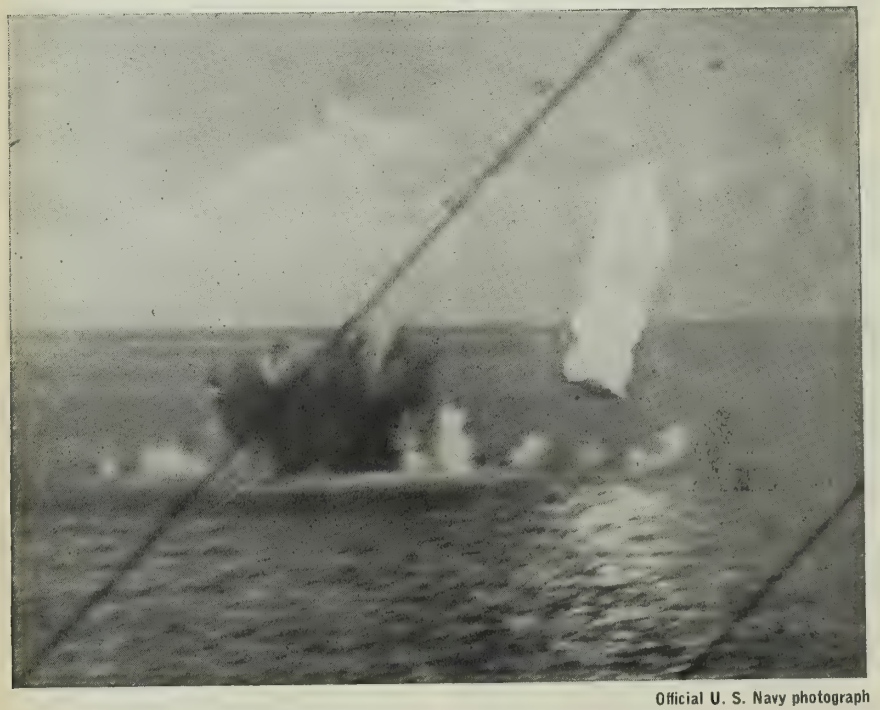
Former commander-in-chief of the Japanese Navy (in 1927, before he retired), Baron Suzuki immediately started to form a new cabinet. Two days later he came up with one composed of one Army officer, four Navy officers, nine civil service and business men. Said Suzuki:

"Developments do not warrant optimism . . . in the present momentous crisis . . . But I am ready to die in leading the nation in carrying on the war and crushing the enemy."

Meanwhile, from Naotake Sato, his ambassador to Russia, Emperor Hirohito received the news that the Soviet government had denounced the neutrality pact between the two nations. The pact was signed 13 April 1941.

"Since that time," declared Soviet Foreign Commissar Vyacheslav Molotov, "the situation is entirely altered. Germany attacked the Soviet Union, and Japan, an ally of Germany, helped the latter in her war against the U.S.S.R. Besides, Japan is fighting against the United States and Great Britain who are allies of the Soviet Union. Under these circumstances the neutrality pact . . . has lost its sense."

In other developments during the month affecting Japan's diplomatic front: Spain broke off diplomatic relations with Japan after charging Jap troops with brutalities against Spanish citizens in the battle of Manila; Argentina declared war against the Axis; Venezuela changed its status from a state of belligerency with Japan to a formal state of war.



Official U. S. Navy photograph

Off Ryukyus and Kyushu, 18 March to 18 April, 1,674 Japs were bagged. FLAMES are rising sun's last rays as U. S. battleship knocks out a Jap plane.

White areas show Allied gains in Europe from 15 March through 15 April.

EUROPE

Western Front Collapses

"The ragged remnants of Hitler's armies of the west [are] now tottering on the threshold of defeat."

General of the Army Eisenhower so stated late last month as his powerful armies crashed to within less than 50 miles of the ruins that were Berlin and pounded southeastward into the Bavarian mountain redoubt where it was expected that the shredded remains of the Wehrmacht will attempt a last stand against the squeezing pressure of the Allied forces.

Since the crossing of the Rhine on 23 March, speeding American armored columns had captured cities by the dozen, prisoners by the hundred thousands. The list of captured enemy cities reads like a Nazi gazeteer: Ludwigshafen, Duisberg, Karlshrue, Muenster, Osnabrueck, Essen, Weimar, Nuremberg, Magdeburg, Leipzig and more. Their fall left the Germans with only 10 cities of over 100,000 population and with few adequately armed men to defend them. American and British troops had captured over 2,100,000 prisoners since D day, more than 900,000 of them in April, when the Ruhr pocket (p. 51) was encircled and wiped out, giving up 317,000 Germans.

Lt. Gen. Courtney H. Hodges' 1st Army started the German rout in March when it captured the Remagen bridges and crossed the Rhine. The 3d Army quickly followed by crossing the river in boats and establishing another bridgehead far to the south. But the great blow fell on 23 March when four Allied armies, including an airborne army, swept across with the help of the Navy (p. 22) and fanned out against light resistance. Lightning fast armored columns probed what defenses there were, then cut loose in long drives up to 85 miles inside the Reich. The cities began to fall.

The 3d Army advanced 136 miles into Germany to take Frankfort on the Main. So fast was the 4th Armored Division's movement that it was cloaked in a security blackout. The 9th Army drove 17 miles into the suburbs of Duisburg.

To the north the British 2d Army streamed into the Westphalian plains and the whole front advanced 54 miles east of the Rhine. Nazi defenses were collapsing like paper walls under an elephant's charge. Field Marshal Kesselring switched his crack 116th Panzer division from the Netherlands to the Dorsten area and counterattacked, or tried to. The attack crumbled.

On 28 March six Allied armies opened up full blast and began ploughing through Germany like destroyers through a lake, using up to 3,000 tanks in spearhead drives.

The 1st Army was averaging 30 miles a day. The British 2d crashed through northern defenses toward Hanover. The 9th Army's 2d Armored Division dashed 53 miles to join 1st Army forces near Lippstadt and lock tight the Nazis in the Ruhr.

The 9th left some of its units behind to begin extermination of the trapped enemy, but the remaining 1,000,000 Allied troops east of the Rhine continued their powerful drive. The individual drives now became more specific. Lt. Gen. George S. Patton's 3d Army pounded down the Thuringian Plain toward Leipzig on a 45-mile front. The British 2d to the north headed for Bremen and Emden, the U. S. 9th for the Elbe River and Berlin. The Canadian 1st swept through the Netherlands to trap 50,000 Germans there. Another airborne assault dropped north of the Canadian front and harassed the enemy's area.

Despite orders from high Nazi officials that the Germans should fight to the last man, there was no definite line of defense. By 7 April the U. S. 9th captured Hanover, the British 2d was on the outskirts of Bremen after bypassing Brunswick, and the 1st Canadian was in Deventer, only 20 miles from the naval base at Emden. Tanks of the U. S. 1st drove to within 114 miles of Berlin in the Nordhausen area, and the 3d Army bypassed Coburg and was 40 miles from the Czech border. The 7th took Schweinfurt.

The two fastest traveling armies, the U. S. 3d and 9th, sped along a 150-mile front toward Berlin and Leipzig. The 9th's 2d Armored Division reached the Elbe River and Magdeburg while other 9th elements captured Essen in the Ruhr. The 3d mopped up in Coburg, entered Erfurt and then captured Weimar, home of the late German Republic.

Suddenly the situation changed. The 9th moved across the Elbe less than 50 miles from Berlin, and the 3d plunged 32 miles across central Germany to within 38 miles of Dresden and 89 miles of the Russian armies. The latter's advance cut all main highways and railways linking Berlin with southern Germany. But the Germans had one last-ditch defense left: Heavy artillery massed on the east side of the Elbe drove one American bridgehead back across the river near Magdeburg. The other bridgehead held and stiffened, eventually expanding to within 45 miles of the German capital.

First Army troops took over the Leipzig front and swept 12 miles past the city. But the greatest new drive was Gen. Patton's, coordinated with that of Lt. Gen. Alexander M. Patch's 7th Army. Suddenly swinging southeast, the 3d broke into Nuremburg, Nazi shrine city, laid siege to Chemnitz, seven miles from the Czech border, and then poured over the border heading for a linkup with Russian forces northwest of Vienna.

The main weight of the Allied armies had suddenly shifted to the southern front. Problems of supply temporarily stalled the 9th to the north, but the 1st around Leipzig was headed for Dresden the same as were the Russian armies in the east. By 20 April the distance between them had narrowed to only 58 miles.

The French 1st Army and the U. S. 7th were hammering out 10 and 20 mile gains daily into the Bavarian "last stand" mountains. The French rammed through the Black Forest to within 25 miles of the Swiss frontier and the Yanks were 70 miles from Munich.

In the north British-Canadian forces were only a mile from Hamburg.

And although disaster piled upon disaster for the Germans, their leaders continued to exhort them to fight to the last man. Propaganda Minister Joseph Goebbels, on the eve of Hitler's birthday, 20 April, admitted Germany was sitting on the "razor edge" of disaster but said the Fuhrer would lead his people to victory.

Official U. S. Navy photograph

Official U. S. Coast Guard photograph

ROUGH WEATHER is no respecter of any particular type of ship, big ones or little ones. The battleship USS Missouri takes it on the nose in picture at left, while above transport, smaller vessel fight an Atlantic gale.

Russians Close on Berlin

Up to the threshold of blazing, bomb-battered Berlin rolled the Red Army late last month—a month of almost uninterrupted advances as Vienna, capital of Germany's sole remaining satellite, Austria, and Danzig, where the war's first shots were fired, fell before the Russians' seven-army steamroller.

The Nazi radio squealed out news of the big drive as early as 14 April when it reported the Red Army had penetrated strong fortifications 30 miles east of the capital. The Russians, on the other hand, maintained strict silence on their push until 19 April when they finally admitted it was underway. Minimizing the action, they said the First White Russian Army was merely securing bridgeheads across the Oder River due east of Berlin.

Enemy broadcasts, however, said the greatest tank battle of all time was raging beyond the Oder, with the Russians throwing into battle "men and materials to an extent hitherto unknown." The battle before Berlin, Nazi commentators said, had "assumed such proportions and ferocity as were never before witnessed in this most bloody of all wars."

On 20 April, confirming Berlin's admission that the Spree River defense line on the southeast had been cracked, Moscow announced that the capital was invested from three directions and the Red Army's artillery was lobbing shells into the city's inner defenses. Berlin was beginning to know how Stalingrad felt.

To make all this possible, the month of March went out like a lion on the Russian war calendar. It was on 30 March that the Russians hauled down the swastika over Danzig and hoisted the Polish flag; on 31 March they surged across the Austrian border on their march to Vienna. Bratislava, capital of the Nazi puppet state Slovakia, fell four days later to the 2d Ukraine Army, and at the same time the 3rd Ukraine Army drove within sight of Vienna's ancient spires.

Vienna's fall was swift. On 6 April the Russians knifed into her suburbs; on 9 April they secured the central city; on 13 April they cleaned out the last Nazi defenders. More than 130,000 prisoners were taken on this day—the Red Army's biggest one-day haul since their Stalingrad sweep.

Meanwhile, to the north, Koenigsberg on the Baltic was battered into submission after a six-week siege (9 April) and Klessin on the Oder's west bank 33 miles from Berlin fell (11 April).

Three days later the Nazis began to bellow about the drive on Berlin. They told of Russian paratroopers being dropped less than 23 miles from the city (16 April), of the Red Army plunging within 18-20 miles east of the capital (17 April), of the fall of the fortress of Forst and approach of Russians to within 14 miles (18 April) and then of the fierce tank battle a scant 10 miles away (19 April).

Finally, Moscow broke her silence about the drive. On 20 April U. S. war correspondents with the Red Army cabled that the capital was under attack from three directions, that the vaunted Russian artillery had rumbled into place and roared into action. Russian forces were poised for the crusher. The acrid smell of the burning Reich capital must have been sweet revenge to them who had fought in the rubble of Stalingrad and Leningrad, of Kharkov and Sevastopol.

Strategic Air War Won

Two of the greatest weapons of the European war—Allied strategic bombing and the once-vaunted German Luftwaffe—passed into history last month.

Strategic bombing passed away quietly because it no longer had a job to do. All its targets had been destroyed or captured. The Luftwaffe died violently in the relentless grip of its American and British counterparts.

Back of the Allies' decision to divert their huge heavy bomber fleets from industrial targets to tactical support of ground forces are surveys made by the Army Air Forces which disclose that the Reich's gasoline production has been slashed to four percent of normal, its production capacity of steel, rubber, tanks and other war materials to barely a trickle.

Other statistics supporting the switchover include reduction of iron-ore output 85 percent, steel production by 92 percent, hard coal 99 percent, lignite 80 percent, coke almost 100 percent. Most of this destruction was inflicted by bombing which also cut deeply into crude and synthetic oil production. But now Allied armies have captured 95 percent of Germany's crude oil and 75 percent of her synthetic oil refineries.

USAAF and RAF bombers ended a record month in March when they deluged the Reich with 165,000 tons of bombs, with a 5,700-plane assault on 31 March, hitting railway yards, oil factories, U-boat pens and other targets from the Austrian Alps to the Baltic coast. From then on, with few exceptions, they concentrated on the Luftwaffe.

Airfields by the score were attacked with bombs and fighters until, by 20 April, the total kill of German planes for April reached 4,230. The record

day was 16 April when more than 6,000 Allied planes pounded 40 airfields in Czechoslovakia and took a toll of 905 Nazi planes.

Other bombing fleets returned to old targets during the month. Kiel's submarine-building yards, its U-boat pens and shipping were hit heavily on two successive days early in April by groups of 1,400 and 1,000 American Fortresses and Liberators.

RAF Lancasters performed a similar operation on suspected U-boat bases on the German island bastion of Helgoland. The first day 1,000 planes made the long trip. Next day the RAF dropped 12,000-pound "earthquake" bombs on the base.

The RAF added another to its list of impressive naval victories when it caught one of Germany's last two pocket battleships, the *Admiral Scheer*, in Kiel harbor. The *Scheer*, a sister ship of the scuttled *Graf Spee*, blew up on the night of 9 April with a tremendous explosion that tossed debris hundreds of feet in the air and turned the whole target area into a sea of flame.

Seven nights later the RAF struck the German Navy again. The Reich's last pocket battleship, the 10,000-ton *Luetzow*, was bombed to the bottom of Swinemuende harbor on the Baltic.

On another air front several million people relaxed for the first time in five and a half years. Londoners were told that, on 23 April, all blackout restrictions in the British Isles would be lifted. The Luftwaffe was really licked.

Cleaning Out the Pockets

Generals, GIs and the folks back home all began talking late last month about "the Battle of the Pockets." General of the Army Eisenhower's declaration there would be no V-E Day until all important pockets of German resistance were eliminated sent many scurrying to scan maps to learn just where these pockets were and how many.

As April drew to a close, what probably was the largest pocket—the Ruhr—was wiped out; an all-out land-sea-air attack was unloosed on another in the Gironde estuary on the French coast; and Canadians plugged away at mopping up diehard Nazis in Holland.

The Ruhr pocket, said Gen. Bradley, 12th Army Group Commander, was "much larger than any of us expected." He revealed 316,930 prisoners were taken there and indicated the final total would surpass the record 330,000 Nazis killed or captured at Stalingrad. Parts of two U. S. armies had to be used in the cleanup.

In Holland, an entire Canadian army was involved in finishing off Nazis in a pocket that extended from Arnhem to the coast, and included such big cities as Rotterdam, Amsterdam and The Hague.

Opposition in the Gironde estuary was fierce, and required considerable Allied forces. First 1,150 bombers attacked, next a naval squadron bombarded, then French troops assaulted the well-fortified positions blocking the port of Bordeaux. Royan fell swiftly and the northern side of the pocket collapsed.

Liberation and Tragedy

Rampaging American armored columns, smashing into surprised German cities and villages last month, unearthed staggering and sickening evidence of Nazi brutality, collected some prize prisoners and dug into scores of by-passed underground factories and mines where they found, among other things, most of Germany's hoarded gold.

Saddest and most enlightening discoveries of the conquering troops were prison camps like Stalag 9B Wegscheide near Orb, Germany. There they found 6,500 prisoners of war, 3,200 of them Americans, jammed into a 400-foot-square barbed-wire compound. Many of the Americans were men captured in the Bastogne bulge battle only four months earlier; yet, through neglect and systematic starvation, some of them were so weak they were unable to move from their bunks. One prisoner, captured in December, had lost 60 pounds.

Prisoners in other liberated camps reported similar treatment. Seventy Americans who had been imprisoned at Grimmenthal described a "march of death" across Germany almost to the Russian front and back again. More than 1,000 of the prisoners died.

In concentration and death camps also freed by Americans, soldiers reported the death of thousands of Nazi prisoners by torture, hanging, shooting and even burning. Many of the murders were committed in recent weeks while German officials attempted to evacuate prisoners deeper into the Reich. Those who were unable to make the journey simply were destroyed. Many of the camps contained closets and underground death chambers stacked high with the bodies of those recently executed or those who had died from starvation or disease.

Two American MPs realized every man's dream in the Thuringian Forest near Gotha. They discovered a gold mine, the biggest one in Hitler's Reich. In a salt mine to which they were directed by two women who said "that's where the bullion is hidden," the MPs found, at the bottom of a 2,100-foot shaft, a brick-walled vault containing $100,000,000 worth of gold bricks, $2,000,000 in American currency, 100,000,000 French francs, 110,000 English pounds, 4,000,000 Norwegian crowns and smaller amounts of other foreign currency. In addition the vault contained priceless paintings and other works of art.

Official U. S. Army Signal Corps photograph

ROCKET TANK, revealed publicly last month, helped blast Army's way into the heart of Germany.

Among the more than 900,000 Germans taken by American armies during the first 20 days of April were Franz von Papen, notorious former chancellor of the German republic and later ambassador to Turkey.

Italy: New Offensive Opened

Allied armies on the east and west coast of Italy snapped into full-scale attack last month in a drive designed to wrest the northern Italy industrial sector from the Germans.

In the east, British 8th Army troops started the offensive on the "forgotten front" on 2 April when they landed on the eastern shore of Comacchio lagoon and advanced toward the Adriatic.

The next day Spitfires and Kittyhawks gave a hand to the Tommies who were busily clearing up pockets along the sand pits between Comacchio lagoon and the Adriatic.

Three days later the U. S. 5th Army on the west coast followed the British one-two punch with a left hook in the Tyrrhenian sector—below the German-held town of Massa. Attacking under an intense artillery barrage, Lt. Gen. Lucian K. Truscott's men gained 3,000 yards and outflanked Mount Fragolito. Mitchell bombers softened up the coastal defenses around the former naval base at La Spezia, just above Massa.

The 5th Army, with troops of the Japanese-American 442d Division leading the way, used grenades and bazookas to blast the Nazis along the rocky path to Massa. On 11 April the troops captured Massa and pushed on toward La Spezia. By 20 April they were only a few miles from La Spezia while other units of the 5th Army, including American and South African troops, were pushing on to Bologna. Bitterly won battles at Mount Adone and Mount Arnigo brought them to within seven miles of Bologna's outer rim. Next day they surmounted the last mountain barriers and pushed into the Po Valley. Other Allied forces stormed to less than four miles from the heart of Bologna.

Meanwhile, 8th Army troops rolled on. Following a record air assault on an eight-mile strip of the Senio River, they crossed the water barrier on 9 April and scored further gains behind flame-throwing Alligator tanks. The next day they were moving along a 25-mile front in the advance toward Bologna and the Po Valley. Three days later Polish troops of the 8th Army captured Imola, less than 20 miles from Bologna. By 20 April this distance had been cut in half. All enemy escape routes from Bologna were being severed.

Argenta also became a target for the British when on 18 April they scored a major break-through and routed the Germans from the Argenta Gap in a new drive aimed at the eastern Italy city of Ferrara.

Official U. S. Coast Guard photograph

MARINES HAVE LANDED—punches! Members of Marine Corps Women's Reserve push leather aboard a Coast Guard-manned transport in the Pacific.

NAVY NEWS

• The Navy Department announced last month that plans for construction of 84 combatant ships displacing 636,-860 tons, as announced 6 March 1945, have been altered so that only the 12 escort carriers representing 150,000 tons included in the program will be constructed. The program was originally conceived as "insurance" to meet the possibility of additional attrition as the tempo of the Pacific war increases. When the program was first initiated it was estimated that, if at the end of six months the progress of the war made it clearly evident that the additional ships would not be needed, the program could then be abandoned at an expenditure of not more than $30,000,000—or less than the total cost of a light cruiser. General economic considerations, including the most desirable use of manpower and material, necessitate suspending construction on 72 of the 84 ships originally contemplated.

Official U. S. Navy photograph

SEABEES Manuel Rosa, Ptr1c, and Lawrence Herb, CM3c, restore damaged statue of Christ for Saipan natives. Men worked in spare time.

• Tabulation of a poll taken earlier this year discloses that a substantial majority of Navy enlisted personnel favors the adoption of a system of universal military training. The vote in favor of such a plan was 63.1%.

The sampling of opinion on this subject was conducted by enlisted men working under the direction of BuPers. Those interviewed were enlisted personnel selected at random upon their return from active duty outside the continental limits. The poll was carried on in receiving ships, naval hospitals and aboard ships in Boston, New York, Norfolk, Miami, San Diego, San Francisco and Bremerton.

The question was phrased as follows:

"After the war do you think the United States should draft all young men for a certain amount of military training during peacetime, or should we go back to the regular Army and Navy system of taking volunteers only?"

The vote in favor of returning to a system of volunteers only was 29.4%, while 7.3% said they were undecided, and 0.2% did not express any opinion.

Six out of ten thought training should begin at 18; slightly better than 60% believed training should last "about one year."

Similar polls have been conducted by the Army.

• Beginning with Navy Combat Bulletin No. 1, issued in March, a new system has been inaugurated by the Special Services Division of BuPers whereby information films will be rushed by air to overseas ships and stations for showing while the news contained in them is still hot.

These films, including combat bulletins (taken by Army, Navy, Marine Corps and Coast Guard cameramen) and issues of the Army-Navy Screen Magazine, are to be distributed in sufficient quantities to allow for quick and thorough coverage of distant ships and stations. The combat bulletins and the Army-Navy Screen Magazine will run approximately 20 minutes. To make certain that only current Army-Navy Screen Magazines are shown, issues will be recalled after six months.

Special releases will be issued as they are available. It is anticipated that ships and stations should receive these films for showing on the average of twice monthly.

As a special feature 110 prints of the fighting on Iwo were recently rushed by air to overseas ships and stations.

COs overseas may obtain 35-mm. prints of the Combat Bulletin and the Army-Navy Screen Magazine through fleet motion-picture exchanges or sub-exchanges. Within continental limits the Army-Navy Screen Magazine will be distributed through district motion-picture officers.

In the U.S., the combat bulletins will be available for distribution as 16-mm. training films from district training aids libraries.

• Rear Admiral Louis E. Denfeld, USN, was relieved as Assistant Chief of Naval Personnel by Rear Admiral William M. Fechteler, USN, on 29 March and assigned to a command at sea. Admiral Denfeld became Assistant to the Chief of the Bureau of Navigation on 2 Jan. 1942. His title was changed to Assistant Chief of Naval Personnel on 21 May 1942, and

Admiral Denfeld

Admiral Fechteler

he was advanced from captain to rear admiral on 21 Sept. 1942. Admiral Fechteler previously served in BuPers as Director of Officer Personnel from 14 March 1942 to 26 July 1943. Prior to that time he had served as chief of staff and aide to Commander, Destroyers, Battle Force. Upon leaving BuPers in 1943 he assumed command of the USS *Indiana*. He was appointed to flag rank on 18 Jan. 1944. His most recent duty in the combat areas was as commander of an amphibious group.

• In one of the largest mass medal presentations of the war, Vice Admiral John H. Towers, USN, Deputy CincPac and CincPOA, assisted by nine

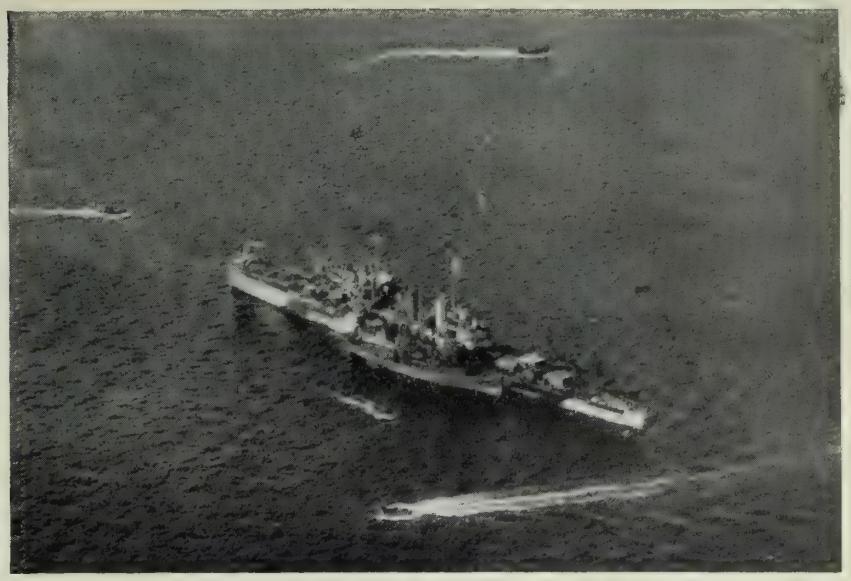
admirals, six commodores and five Marine generals, pinned Purple Heart medals on approximately 3,000 members of the 3d, 4th and 5th Marine Divisions wounded at Iwo. The ceremony took place at the U. S. Naval Hospital, Aiea Heights, T. H., and included an address by Admiral Towers in which he lauded the men for their great victory.

• Regeneration of recruits with physical defects which might prevent full discharge of their duties as sailors has been achieved at NTC, Farragut, Idaho, through a new program developed by Comdr. Leon O. Parker, (MC) USNR, and Lt. Comdr. Joseph E. Wilson, USN(Ret). Men with soft flabby muscles, those with postural defects such as abnormally rounded backs or swaybacks and those whose muscles had not been reconditioned to normal after fractures or sprains were segregated into special orthopedic companies supervised by trained instructors. Their program included massage, heat treatment and individualized exercises. After the program had progressed some orthopedic companies won athletic pennants and some individuals set Farragut records. Between last summer and this March, when recruit training ended, the plan salvaged 33 recruit companies of men, many of whom otherwise would have had to be returned to civilian life as unfit for military service.

Comdr. Hancock

• The second member of the Women's Reserve to attain the rank of commander is Joy B. Hancock, whose promotion from lieutenant commander was recently announced. Mrs. Hancock, who served as a yeoman (F) in 1918, rejoined the Navy in 1942 and is on duty as the Women's Reserve representative for BuAer and DCNO (Air). The Waves' other three-striper is Comdr. Tova P. Wiley, WR assistant director.

• Looking ahead to one of its biggest postwar jobs, BuShips has developed methods of preservation which its experts say would enable the entire postwar reserve fleet to become operational in 30 days. The cost would be one tenth of one percent of the original cost of the ships. Size of the job ahead of BuShips will depend on how many ships the government decides should be preserved for possible restoration to active duty. Maintenance experts report that ships can be placed in preservation in a few days by the new methods—dehumidification, a thin-film rust-preventive compound, hot plastic paints and plastic strippable film for packaging of deck equipment. All Navy vessels are now treated with hot plastic antifouling paints as a routine practice, so the average ship will need very little hull treatment upon arrival at its reserve fleet berthing area. The "packaged" fleet will require an average of five men per vessel for maintenance and security watches.



Auxiliary vessels give the Honolulu first aid after torpedo hit off Leyte.

Wounded CL Limps 12,000 Miles Home

The USS *Honolulu*, it has now been disclosed, has come home after one of the war's more exciting triple battles—against a Jap torpedo bomber, a tough damage-control problem and, finally, a 12,000-mile sea crossing. She lost the first battle, but won the next two.

Last October, the *Honolulu*, or the "Blue Goose" as the light cruiser was known to her crew, was among the ships operating in support of Army troops landing at Leyte in the Philippines. On 19 October the ship began pouring shell after shell into Jap positions. The bombardment continued the next day. By this time Army troops had gone ashore. Later that day, the "Blue Goose" took her station off the beach to wait for fire-support assignments.

That afternoon a Jap plane—a Kate—broke through the *Honolulu's* antiaircraft fire and sent a torpedo speeding toward the ship. The *Honolulu* maneuvered desperately to evade the missile, but a violent explosion soon rocked the ship.

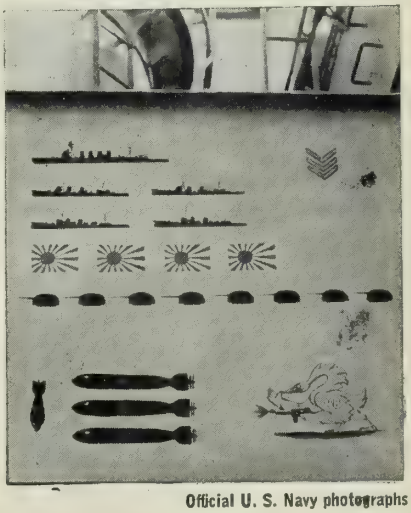
Then came another kind of battle—one to save the ship or, if that wasn't possible, to reach shallow water before the ship sank. The skipper, Capt. H. R. Thurber, USN, attempted to do both. He rallied the crew and they started to halt the inflow of water. At the same time the ship began moving out of deep water.

The destroyer *Richard P. Leary* came alongside to remove the wounded—65 were killed and 47 wounded—and the tugs *Potawatomi* and *Menominee* moved in with their pumps. As the crew of the *Honolulu* whipped the ship back into shape it was discovered that the torpedo had struck near the magazines of a five-inch and a 40-mm. gun. The shells, luckily, didn't explode. Soon the crew finished one of the classic damage-control jobs of the war. The hole in the hull was conquered.

By the morning of 21 October the ship was ready to sail. After some more repair work by Navy ship repair units at an advance base, the "Blue Goose" started her 12,000-mile trek back to the U.S.

The *Honolulu*—which has sunk a Jap cruiser and four destroyers, participated in eight bombardments and shot down four enemy planes in three years of combat — dodged enemy planes, floating mines and two submarines on her trip home.

First disclosure that the *Honolulu* had been damaged came in the report of Fleet Admiral King (INFORMATION BULLETIN, April 1945, p. 29). The "Blue Goose" had been damaged twice before—once by a bomb at Pearl Harbor on 7 Dec. 1941 and again in July 1943 by an enemy torpedo in the South Pacific, during the Kolombangara action (Second Battle of Kula Gulf).



Official U. S. Navy photographs

The Honolulu's scoreboard.

General Vandegrift

Admiral Waesche

Admiral Edwards

Admiral Hewitt

Admiral Kinkaid

• A large part of the operational and maintenance work at NTC, Farragut, Idaho, is being done by 750 German prisoners of war. In one of the first joint Army-Navy projects of its kind, the prisoners are assigned to working details inside the training center through a labor pool, which handles requests for working parties. Housed in a compound outside the center, the prisoners are marched under U. S. Army guard a quarter of a mile to the center where they are turned over to shore patrolmen and MAAs, and assigned to work details. POWs are assigned to cleaning details in various buildings, do washing, greasing and tire changing at the motor pool garage, clear underbrush, build fences, saw wood, shovel coal and man the sculleries in the mess halls.

• Capt. Harold B. Miller, USN, Public Relations Officer on the staff of CincPac-CincPOA since September 1944, has been ordered to Washington and promoted to rear admiral (col. 3) to relieve Rear Admiral A. Stanton Merrill, USN, as the Navy Department's Director of Public Relations. When the change will take place has not been announced, nor has Admiral Merrill's sea command been made public. Before becoming director of Public Relations in June 1944, Admiral Merrill commanded a task force in the Pacific. As PRO at Pearl Harbor and Guam, Admiral Miller planned and directed the establishment of facilities for the rapidly expanding press, radio and pictorial coverage of Army, Navy, Marine Corps and Coast Guard activities throughout POA. His work recently resulted in the moving of an unprecedented volume of news material in record time by war correspondents covering the Iwo and Ryukyus operations.

Admiral Merrill

Admiral Miller

• Watermelon and corn on the cob—food items perhaps not particularly tempting to a gourmet but rare delicacies to fighting men—are being supplied to sailors and marines on Pacific bases through a program of farming instituted on captured islands by naval military government and the Foreign Economic Administration. Starting on a small scale in 1942 in the South Pacific, where there are now 5,000 acres under cultivation, farming operations have been so successful that plans now call for tripling this acreage in the Central Pacific. Some 2,000,000 pounds of all types of vegetables are raised each month. Based on a conservative estimate of 10 cents a pound, annual output is valued at $2,400,000. Equipment, seed, fertilizer, insecticides and supplies have cost approximately $1,500,000. Principal saving is in shipping space. Refrigeration ships which the Navy formerly used may now turn more of their attention to the fleet. In addition the Navy-FEA program is developing nickel and chrome mines, copra plantations and fishing operations and is planning dairy and hog farms, all of which will help to re-establish native populations on a comparatively self-sustaining basis.

• The appointment of 83 officers to flag or general rank in the Navy, Marine Corps and Coast Guard, including the first officers of four-star rank in the Coast Coard and on the active list in the Marine Corps and three new four-starred admirals in the Navy, were recently confirmed by the Senate.

Alexander A. Vandegrift, USMC, Commandant of the Marine Corps, was appointed general in the U. S. Marine Corps, a grade established by Congress last month. The only other Marine Corps officer to hold this rank is Thomas Holcomb, USMC (Ret), who retired in the rank of four-star general after having served as Commandant of the Marine Corps from 1 Dec. 1936 to 1 Jan. 1944. Gen. Holcomb is now serving as U. S. minister to the Union of South Africa.

Following the establishment of the grade of admiral in the Coast Guard by Congress last month, Russell R. Waesche, USCG, Commandant of the Coast Guard, was appointed to this rank.

The three new four-star Navy admirals appointed are: Richard S. Edwards, USN, deputy Cominch and deputy CNO; Henry K. Hewitt, USN, Commander, 8th Fleet and Commander, U. S. Naval Force in Northwestern African Waters; Thomas C. Kinkaid, USN, Commander, 7th Fleet and Commander, Southwest Pacific Force.

Others confirmed by the Senate follow:

To be vice admiral:

Walter S. Anderson, USN, as Commander, Gulf Sea Frontier.

William S. Farber, USN, as Sub-Chief of Naval Operations.

Arthur S. Carpender, USN, as Commander, Midwest Naval Area.

James L. Kauffman, USN, as Commander, Philippine Sea Frontier.

Edward L. Cochrane, USN, as Chief of BuShips.

To be rear admiral:

Robert P. Briscoe, USN.

Edmund W. Burrough, USN.

Edward J. Foy, USN, as deputy commandant of Joint Army-Navy Staff College.

Howard A. Flanigan, USN (Ret), as head of Naval Transportation Service, CNO.

Vance D. Chapline, USN, as head of Fleet Maintenance Division, CNO.

Irving H. Mayfield, USN, as chief of U. S. Naval Mission to Chile.

Harold M. Martin, USN.

Ernest W. Litch, USN.

Thomas S. Combs, USN.

John Harper, (MC) USN, as medical director in the Navy.

Edwin D. Foster, (SC) USN, as pay director in the Navy.

Morton L. Ring, (SC) USN, as pay director in the Navy.

Murray L. Royar, (SC) USN, as pay director in the Navy.

William H. Smith, (CEC) USN, as civil engineer in the Navy.

Edward L. Marshall, (CEC) USN, as civil engineer in the Navy.

Harold B. Miller, USN, as Director of Public Relations, Navy Department.

Reappointed as commodore:

William M. Quigley, USN, as Commander, Naval Base, Port Hueneme, Calif.

John H. Magruder Jr., USN, as deputy commander, Forward Area, Central Pacific.

Clinton E. Braine Jr., USN, as Commander, NTS, Newport, R. I.

Vernon F. Grant, USN (Ret), as Commander NABs, Saipan.

Stanley J. Michael, USN, as Commander NABs, 12th N.D.

Henry A. Schade, USN, as head of the U. S. Naval Technical Mission in Europe.

Oliver O. Kessing, while serving in POA and in SoWesPac.

To be commodore:

Robert G. Coman, USN, on staff of Commander, WestSeaFron.

Stewart A. Manahan, USN, as marine superintendent of the Panama Canal.

Elliott B. Nixon, USN, as chief of staff to Commander, 4th Fleet.

John R. Palmer, USN, as Commander of a transportation squadron.

Horace D. Clarke, USN, as Commander NTS, Norfolk, Va.

Tulley Shelley, USN, as intelligence officer, 12th Fleet.

Randall E. Dees, USN, as personnel officer, Pacific Fleet.

John V. Murphy, USN, as deputy director of Naval Communications.

Thomas B. Inglis, USN, as deputy director of Naval Intelligence, CNO.

Earl E. Stone, USN, on communication staff of CincPac.

Jacob H. Jacobson, USN, as Commander, NOB, Leyte.

Wallace M. Dillon, USN, as Commander of an NAB.

Houston L. Maples, USN, as member of U. S. Military Mission to Moscow.

Augustus J. Wellings, USN, as director of Inspection Administration, OP&M.

Robert E. Robinson Jr., USN, as chief of staff to Commander, North Pacific Force.

John F. Rees, USN, staff of CincPac.

Raymond D. Tarbuck, USN, as chief of staff and aid to Commander, 7th Amphibious Force.

Richard P. Glass, USN, as chief of staff to Commander, South Pacific Force.

Frank R. Talbot, USN, as deputy chief of staff, 10th Army.

John P. Whitney, USN, as deputy commander, NATS.

William W. Hargrave, (MC) USN, medical director in the Navy, as chief of Personnel Division, BuMed.

Joel T. Boone, (MC) USN, as fleet medical officer, 3rd Fleet.

John P. Owen, (MC) USN, medical director in the Navy, as fleet medical officer, 7th Fleet.

Thomas C. Anderson, (MC) USN, medical director in the Navy, on medical staff of CincPac.

Morton D. Willcutts, (MC) USN, medical director in the Navy, as fleet medical officer, 5th Fleet.

John C. Adams, (MC) USN, medical director in the Navy, as chief of Aviation Medicine Division, BuMed.

Carlton L. Andrus, (MC) USN, medical director in the Navy, as chief of Planning Division, BuMed.

William R. Bowne, (SC) USN (Ret), pay director in the Navy, as district supply officer, 3rd N.D.

David W. Mitchell, (SC) USN, pay director in the Navy, as fleet supply officer, Service Force, Atlantic Fleet.

William R. Ryan, (SC) USN, pay director in the Navy, as supply officer, staff of ComNavEu.

Archie A. Antrim, (SC) USN, as planning and logistics officers, BuS&A.

Charles W. Fox, (SC) USN, pay director in the Navy, as supply officer in command, NSD, Mechanicsburg, Pa.

Joseph L. Herlihy, (SC) USN, pay director in the Navy, as fleet supply officer, Service Force, Pacific Fleet.

William O. Hiltabidle Jr., (CEC) USN, civil engineer in the Navy, as O-in-C of a naval construction brigade.

Paul J. Halloran, (CEC) USN, civil engineer in the Navy, as O-in-C of a naval construction brigade.

Beauford W. Fink Jr., (CEC) USN, civil engineer in the Navy, on construction staff of CincPac.

Wallace B. Short, (CEC) USN, civil engineer in the Navy, as O-in-C of a naval construction brigade.

Robert C. Johnson, (CEC) USNR, civil engineer in Naval Reserve, as O-in-C of a naval construction brigade.

Claire C. Seabury, (CEC) USN, civil engineer in the Navy, as O-in-C of a naval construction brigade.

Robert H. Meade, (CEC) USN, civil engineer in the Navy, as O-in-C of a naval construction brigade.

Joseph C. Cronin, USN, chief of staff to Commander, BatSquad 2.

George Van Deurs, USN, as chief of staff to Commander, BatSquad 1.

John T. Bottom Jr., USN, as a task flotilla commander in destroyers, Pacific Fleet.

John P. Womble Jr., USN, as a task flotilla commander in destroyers, Pacific Fleet.

John M. Higgins, USN, as a task flotilla commander in destroyers, Pacific Fleet.

Roland N. Smoot, USN, as a task flotilla commander in destroyers, Pacific Fleet.

Frederick Moosbrugger, USN, as a task flotilla commander in destroyers, Pacific Fleet.

Rodger W. Simpson, USN, as a task flotilla commander in destroyers, Pacific Fleet.

To be major generals in the Marine Corps:

William P. T. Hill, USMC, Quartermaster General of the Marine Corps.

Claude A. Larkin, USMC, to command Marine Fleet Air, West Coast.

To be brigadier general:

Ivan W. Miller, USMC, chief of staff to Commanding General, Aircraft, Fleet Marine Force, Pacific.

Official U. S. Navy photograph

First enlisted correspondents at work in Pacific Fleet Headquarters.

Fleet Newsmen Tell Sailors' War Story To Home Papers

Ten thousand stories a week to tell the public the role of the Navy's enlisted men in this war is the goal of the 100 enlisted naval correspondents serving aboard ships of the U. S. Pacific Fleet. The program was designed to give as comprehensive news coverage of the Navy's activities as is consistent with security.

Naval correspondents will serve on all types of combatant ships. All experienced newspapermen and chosen from many different ratings, they will receive indoctrination in public relations policy and shipboard life before drawing their assignments. Correspondents assigned to submarines, for instance, will complete one patrol and then be reassigned to subtenders from which they will get stories of men from different submarines.

News and Pictures

Correspondents will work with the collateral-duty public relations officer and the ship's photographer aboard the ship they are assigned. Correspondents who can also handle a camera will be assigned to vessels not having a photographer. An estimated 2,000 pictures a week will come from the Pacific.

In addition to writing the story of each man aboard his ship, the Navy newsmen will also prepare biographies of the commanding officer and officers of flag rank aboard the ship.

Action Accounts

When his ship goes into combat, the correspondent will write an action news account devoted entirely to his ship's part in the operation. Although the program is only a few weeks old, one of the correspondents, Donald W. Forsyth, Y1c, USNR, Pensacola, Fla., was killed by enemy action off Okinawa.

Naval correspondents will not compete with civilian reporters and photographers, but will assist them in every way possible and make action news accounts and other material available to them.

Story Distribution

When a naval correspondent completes a story it will be forwarded immediately to Public Relations headquarters of the Pacific Fleet. There the story will be censored and screened. Stories of national interest will be made available to the wire services and the civilian correspondents pool. Local stories will be airmailed to Chicago where Fleet Home Town Distribution Center has been established.

The Distribution Center will be run much the same as a metropolitan newspaper. It will include rewrite men, picture men, media and other public relations specialists who will process material from the naval correspondents and distribute it to home-town newspapers, trade journals, radio stations, school newspapers and magazines and other media which would be interested in a particular story.

Atlantic Coverage

Stories from the Atlantic Fleet will also be sent to the Chicago distribution center. In the Atlantic, an officer or enlisted man from each ship has been designated public relations officer and as such will write the stories of the men of his ship. Five thousand stories a week and 1,000 pictures are expected from these correspondents.

Between 19,000 and 20,000 pieces of mail will be handled daily at the Chicago center. An average of seven copies per individual story will be mailed out to cover a man's hometown newspapers, nearby newspapers and nearby radio stations. Pictures going to many newspapers will be matted.

Official U. S. Navy photograph

FLOATING HOTEL, one of several used by the Navy in the Pacific, houses 600 men of Service Squadron 10. It boasts nearly all the conveniences of a stateside hotel, plus a movie auditorium. The craft is not self-propelled.

SHIPS & STATIONS

• Officially she's the USS *Dover* (IX30), but to Navy men the world over she's the "Galloping Ghost of the China Coast"—oldest ship in full commission in the U. S. Navy. After 48 years of service, the *Dover* (below), now a training ship for Armed Guard crews, recently dropped her hook in San Francisco Bay following a 5,274-mile jaunt from Gulfport, Miss. Since the 1,392-ton gunboat slipped down the ways at Newport News, Va., and was

San Francisco News photograph

commissioned 13 May 1897 as the USS *Wilmington,* she has served in three wars. In the Spanish-American War and World War I she was still the *Wilmington;* in 1941 she became the *Dover,* and her original name given to a new cruiser. Built as a Yangtze River gunboat, the *Dover* first went into combat at Cardenas, Cuba, when she attacked three Spanish gunboats. Later she visited almost every Asiatic port and was flagship of the Asiatic Fleet. She has even been interned by a foreign government. Her two original engines are still functioning. During her long career her commission pennant has come down only once—1904-1906 in the Philippines. Lt. Comdr. William Van C. Brandt, USNR, is the 30th skipper to pace her quarterdeck. Since she began training service, the *Dover* has sent 20,000 men and 2,000 officers to Navy Armed Guard crews.

• When Chaplain Robert D. Workman, USN, walked into the office of the commanding general on Tinian last month he was greeted by an aide with "Good morning, Admiral!" When Chaplain Workman corrected him, explaining that he was a captain and not an admiral, the aide ushered him into the general's office. There, the general handed the chaplain a dispatch announcing his appointment as Chief of Chaplains in the U.S. Navy with the rank of rear admiral. Later, in front of a gathering of senior chaplains and officers on the island, the commanding general removed the eagle from the chaplain's collar and attached in its place two of his own Army stars.

• At 0300 John J. Nealand, CBM, USNR, Troy, N.Y., climbed to the torpedo-tube platform amidships aboard a destroyer in the Atlantic. Water swirled around him and he grasped a stanchion to steady himself as he leaned over the side of the platform to see if all was secure on the main deck. Occasionally heavy waves lapped at his feet, a few lashed at his chest. Then came the biggest wave he had ever seen. Swish . . . splash . . . and he was in the ocean, his ship steaming ahead in the storm. Luckily he spied a floater net and made his way to it. Soon a merchant ship passed nearby. The chief gathered all of his breath and let out a yell that would shame an Indian. But the merchant ship kept right on going. Five hours later, however, he was rescued by a Coast Guard frigate. His shout had been heard by the merchant ship and by the convoy commodore himself, who couldn't break the convoy and had sent the frigate to pick up Nealand.

• Naval personnel on Majuro Atoll, Marshall Islands, believe in preparing for that rainy day. One unit there, having a monthly cash payroll of $175,000, sends $125,000 of it home in the form of money orders. And in case that rain turns into a cloudburst, sailors from this same unit have made out allotments totaling another $225,000 each 30 days for their families and for war bonds—meaning that they keep about one dollar in cash out of every eight.

• *Families:* The Flynns of Troy, N. Y., and the Beavers of Binger, Okla., have established records of some sort. Four of the Flynn brothers, all graduates of Rensselaer Polytechnic Institute, are in the Naval Reserve Civil Engineer Corps. They are: Lt. Comdr. George W. Flynn, New York Navy Yard; Lt. Comdr. John K. Flynn, Navy Public Works Office, Cherry Point, N. C.; Lt. (jg) William S. Flynn, 66th Construction Battalion, and Lt. (jg) Henry P. Flynn, who was retired because of disabilities accruing from duty with the 26th CB in the Pacific.

The Beaver family, descendants of the powerful Shawnee Indian tribe, believe this war is a family affair too. Three of the Beaver boys are fighting the Japs in the Pacific and two of the Beaver girls are Waves at NAS, Norman, Okla. One of the brothers, Hubert D. Beaver, F1s, has the Purple Heart Medal for wounds received aboard a BB in the Pacific. He has since resumed his duties. The other Beaver children are: Willard Beaver, S1c, on duty aboard a Navy transport; Manuel Beaver, with the merchant marine; Dolora Beaver, S2c, and Beulah Beaver, S2c.

• Hang onto your false teeth if you travel by plane at the higher altitudes, warns an article in the April issue of the *Journal* of the American Dental Association. Four naval officers at NAS, Jacksonville, reporting on the experiments they conducted in a pressure chamber, stated: "In practically all instances much less force was required to dislodge the dentures at 30,000 feet than at sea level."

• Naval personnel at NAS, Moffett Field, Calif., pigeon loft have been celebrating the return of one of their long lost charges—"Honolulu Boy." This pigeon was released some time ago by a Navy patrol blimp off the California coast. A storm prevented the pigeon's return to Moffett Field, so it decided to take the long way home and landed on a surface ship. Unfortunately the ship was going the wrong way and the pigeon wound up in Hawaii. Some quick priority fixing enabled the bird to be shipped back by plane to Alameda, Calif. From there the pigeon flew back to its home loft.

• A Navy doctor is the first American to become a "king" in this war. He is Lt.(jg) Marshall P. Wees, (MC) USNR, who was ordered, after the Ulithi atolls were captured by U. S. forces, to a small island inhabited by only the very young and the very old. There he found the natives living in filth and suffering from a disease which covered their bodies with painful sores. Dr. Wees explained the importance of sanitation to the native ruler. Every possible breeding place of flies, spreaders of the disease, was sprayed and the epidemic was checked. New sleeping mats were woven, brooms were made and screened boxes constructed to store food. Then the naval officer helped the natives to weave baskets to sell to sailors on neighboring atolls. He also explained the rudiments of arithmetic and bookkeeping. In recognition of his services, the native king handed his title and throne to the Navy doctor, who will be head man until he leaves.

Official U. S. Marine Corps photograph

ON OKINAWA one week after initial landings, Lt. (jg) Madge Overstreet, Navy Nurse, is pictured with a new (non-regulation) spring hat.

Official U. S. Navy photograph

Military and civilian customers file in and out of reopened Bank of Guam.

• The Bank of Guam—possibly the world's only bank housed in a quonset hut—has been opened by the U.S. naval government on that island. Operating with capital funds of $100,000 and a special war emergency fund of $300,000, the bank has assets totaling $1,500,000. Savings accounts are open to military and civilian personnel, with 1% interest paid on savings up to $5,000. Checking accounts are limited to civilians and military organizations. The original Bank of Guam was started by the naval government there in 1915. When the Japanese captured Guam in December 1941, the cashier, now a prisoner of war in Japan, destroyed all of the paper money in the bank. Most of its assets were in the U.S. During the pre-invasion air and naval bombardment by U.S. forces last July, the building which housed the original bank was destroyed, but the vault containing the bank's records remained intact. Not a single depositor will lose a cent, according to the bank's present cashier and manager, Lt. Comdr. W. B. Willard, (SC) USNR.

PRISONERS FREED IN PHILIPPINES

The following are additional naval personnel liberated from war prisons in the Philippines, as reported to BuPers and Marine Corps Headquarters through 10 April. For an earlier list see April INFORMATION BULLETIN, p. 35.

NAVY

Awalt, Sidney O., BM1c, Cisco, Tex.
Bennett, Lawrence E., CMM, Oakland City, Ind.
Crovat, Philip S., Lieut., New York, N. Y.
Dissler, Elmer F., CMM, Los Angeles, Calif.
Erdman, Joseph J., RM1c, Los Angeles, Calif.
Hartwell, Clarence V., PhM3c, Detroit, Mich.
Howard, Robert L., Radio Electrician, Jackson, Tenn.
Keller, Charles W., Mldr1c, Addyston, O.
Rosier, Warren W., CEM, San Antonio, Tex.
Silliphant, William M., Lt. Comdr. (MC), San Gabriel, Calif.
Snyder, Gaines, Y2c, Indianapolis, Ind.
Stalker, Bennie L., CMM, Asheboro, N. C.
Stubo, Knuty C., Lt. Comdr., San Francisco, Calif.
Yankey, William R., Ens. (CEC), Lexington, Ky.

MARINES

Ames, Jack C., PFC, Pocatello, Idaho
Arnold, Harry, Gy. Sgt., Liberty, Mo.
Bell, Ferris D., PFC, Marietta, O.
Berry, Edward Lee, Corp., Los Angeles, Calif.
Bissinger, Frederick M., 1st Sgt., Buffalo, N. Y.
Bronk, Stanley E., 1st Sgt., Seattle, Wash.
Carpenter, Herman O., Corp., Forest, Miss.
Claypool, Edward B., PFC, Jackson, Miss.
Coledanchise, Mercurio, Corp., Campbell, O.
Commander, Eugene C., MTSgt., Elizabeth City, N. C.
Copeland, Clifton E., Corp., Indianola, Miss.
Cronin, Thomas J., Corp., Santa Clara, Calif.
Dupont, Joseph E. Jr., PFC, Plaquemine, La.
Easton, Chester J., Pvt., Dixon, Calif.
Edwards, Joe F., T. Sgt., Texarkana, Ark.
Englin, Milton A., Sgt., Everett, Wash.
Ferguson, Frank W., WO, Memphis, Tenn.
Ford, James P., Corp., Moline, Ill.
Forrest, Dale E., Pvt., Drumright, Okla.
Gleeson, Pleas, Pvt., Krum, Tex.
Gordon, Edward S., Pvt., Jackson, Miss.
Grigsby, George E., PFC, Portland, Oreg.
Iovino, Neil P., Corp., Chicago, Ill.
Johnson, David L., PFC, Jackson, Miss.
Kelly, John B., Sgt. Maj., Chicago, Ill.
Lees, Paul C., Corp., Albuquerque, N. M.
Linhardt, Leroy M., PFC, Jefferson City, Mo.
McMillan, William L., Corp., Canonburg, Pa.
Martin, Charles T., Pl. Sgt., Columbus, O.
Martineau, Robert J., Corp., St. Louis, Mo.
Miller, Cody A., Corp., Lafayette, La.
Mize, Kenneth W., Sgt., Beattie, Kan.
Murphy, William C., PFC, Peru, Ind.
O'Brien, John P. Jr., Pl. Sgt., Mobile, Ala.
Ostrom, Jack C., PFC, Washington, D. C.
Penton, Gibb G., Pvt., New Orleans, La.
Pinto, Harry W., Pl. Sgt., Mountain View, Calif.
Rainwater, Dennis D. Jr., Corp., Paris, Ark.
Rieken, Vernon E., PFC, St. Louis, Mo.
Robinson, James E., PFC, Ashland, Ky.
Sanders, Lawrence W., Corp., Groesbeck, Tex.
Scarborough, Carleton E., Corp., Dossville, Miss.
Shimel, James B., WO, Manton, Mich.
Silk, Herman J., PFC, Glad Valley, S. D.
Smith, Rufus W., PFC, Hughes Spring, Tex.
Smith, William P., QmSgt., Ligonier, Ind.
Szalkevicz, Felix, Gy. Sgt., Sterling, Conn.
Tabor, Buford E., PFC, Springfield, Mo.
Taylor, Fred M., Corp., San Diego, Calif.
Thomas, Earl A., Corp., New London, Conn.
Thompson, Jack E., PFC, Webb, Tex.
Townsdin, J. Roy, PFC, Denver, Colo.
Tyler, Floyd E., 1st Sgt., Seattle, Wash.
Vinton, Fred S., PFC, Jackson, Mich.
Volz, Vernon J., PFC, Norway, Ia.
Wells, Paul J., T. Sgt., Hermosa Beach, Calif.
Winterholler, John, 1st Lt., Lovell, Wyo.
Weathers, John C., Sgt. Maj., Roanoke, Ala.

REPORT FROM HOME

• Within a few hours after President Truman had taken the oath of office (see page 41) he authorized an announcement that the United Nations Conference on International Organization would open according to schedule on 25 April in San Francisco to draw up a charter of an international organization to maintain the peace. Hundreds of delegates, secretaries, advisors and newsmen began pouring into hotels and homes in the San Francisco area as opening day drew near. Newspaper and radio correspondents covering the parley expected to file 750,000 words a day.

The four U. S. naval representatives at the conference are: Hon. Artemus L. Gates, Assistant Secretary of the Navy for Air; Admiral A. J. Hepburn, USN (Ret), Chairman of the General Board; Vice Admiral Russell Willson, USN (Ret), member of the Joint Strategic Survey Committee, and Rear Admiral Harold C. Train, USN, senior naval member of the Joint Post-War Committee.

• *Washington Log*: 23 March—Senate rejects nomination of Aubrey Williams as Rural Electrification Administrator by 52-36 vote. . . . 26 March—Last White House blackout curtains removed. . . . 2 April—James F. Byrnes resigns as War Mobilization Director, saying V-E day "is not far distant"; Federal Loan Administrator Fred M. Vinson named to Byrnes post. . . . 3 April — Senate rejects compromise manpower bill, asks House for a new conference. . . . 10 April—Senate votes unanimously to extend Lend-Lease Act; soft-coal operators and United Mine Workers reach new wage agreement, thus averting a nation-wide strike, after Government seized 235 strike-bound mines. . . . 12 April—Harry S. Truman sworn in as 33d President two hours and 34 minutes after sudden death of President Roosevelt; President Truman asks Roosevelt cabinet to remain. . . . 13 April—President Truman orders that there "be no change of purpose or break of continuity in the foreign policy of the United States Government". . . . 14 April—In response to a request by President Truman, Marshal Joseph Stalin agrees to send Vyacheslav M. Molotov, Foreign Commissar and Vice Premier of USSR, to San Francisco conference; President addresses joint session of Congress and pledges to carry out the war and peace policies of Mr. Roosevelt. . . . 18 April—Senate ratifies Mexican Water Treaty for distribution of the waters of the Colorado and the Rio Grande rivers. . . . 19 April—House passes and sends to Senate $24,879,510,546 Navy appropriation.

• In a new step toward more cooperation between labor and management a charter of principles for postwar industrial relations was signed last month by Eric Johnston, president of the U. S. Chamber of Commerce; William Green, president of the AFL, and Philip Murray, president of the CIO. The charter called for mutual recognition of each other's rights and responsibilities, social security measures, increased foreign trade, an international security organization and establishment of a national business-labor committee to help carry out the principles.

EARLY SPRING brought out cherry blooms and amateur photographers ahead of schedule in Washington.

• *Today & Tomorrow:* Dr. Lucius P. Kyrides, credited with making the first synthetic tire in the U. S., was classed as a nonessential driver by the OPA and therefore refused a set of synthetic tires for his car. . . . Ordinary sheep pelts are now being transformed by a plasticizing process into products almost indistinguishable from such

DELEGATES to the United Nations conference talked with President Truman (seated) shortly before leaving for San Francisco. Left to right, standing: Comdr. Harold Stassen, USNR, Representative Eaton, Dean Virginia Gildersleeve of Barnard College, Senator Connally, Secretary of State Stettinius, Senator Vandenberg, Representative Bloom.

luxury furs as seal, beaver and nutria. . . . A new aerial camera developed at the Massachusetts Institute of Technology takes 200 pictures at night in less than seven minutes on a roll of film 150 feet long. . . . Another good reason for naval personnel to tell their dependents to watch their allotment checks turned up in Washington recently: Thieves stole Government checks from the mails, then rushed to the blood bank and donated a pint of blood, using the name on the check as their own. They then used the blood-bank receipt as identification to cash the stolen checks. . . . Roads in Minnesota are kept clear of nails and other tire-puncturing debris by a magnet road-sweeper which picks up an average of 1,800 pieces of metal per mile. . . . "Spite" fences are prohibited by law in Peru, Ind. The city council recently adopted a measure making it illegal to erect a fence more than 4½ feet high. . . . American daily and Sunday newspapers carried $49,520,098 of war-effort advertising during 1944. War Bonds got about half of it. . . . General Electric Company has developed a photoelectric jar inspector which forestalls food spoilage by examining glass containers and rejecting those with imperfections. . . . Aircraft production for March totaled 7,053 planes including 2,544 bombers, which is 190 planes above the month's goal. . . . The cherry trees in Washington had the earliest blossoming since 1927. ...Twenty-five-year-old Jane Lamotte, Newton Center, Mass., hauled into court for refusing to stop her automobile when chased by a cop, coyly said: "But, Judge, daddy always told me not to stop for strange men." The judge fined her $15.

• The Ford Motor Company will stay out of the aviation industry after the war, *The New York Times* reported, and will devote its energies to producing automobiles and tractors. It is expected that the huge Willow Run bomber plant near Detroit will help Ford produce a million autos a year. Present production record at Willow Run is one B-24 Liberator an hour. Recently the 8,000th four-engine bomber was completed there.

• *Mosquitoes:* In New Jersey high explosives and mortars have been advocated as a means of wiping out the state's mosquito population. It was recommended that mortars be loaded with paris green, DDT or other larvacides and fired over swamps, meadows and pools where mosquitoes breed. At Cornell University Medical College Dr. Morton C. Kahn suggested trapping the pests by playing recordings of their own "love songs" as bait.

• A few details concerning the Army Air Forces' first jet-propelled combat plane (P-80, the "Shooting Star") were revealed last month. Believed to be the fastest fighter in existence, the plane is powered by a single gas turbine engine. Lacking propeller, radiator, cooling system, superchargers, carburetor and complex controls of these items in a conventional model, it is remarkably easy to build, service and repair. Lockheed is the manufacturer.

TORNADOES killed over 100 people and left scenes like this in Oklahoma.

ENTERTAINMENT

Marlene Dietrich and Maurice Chevalier have been urged to come to Hollywood and do repeats on their opening night performances at the Paris Canteen for a movie of that name. . . . Value of the 16-mm. movies sent overseas as gifts of the film industry is estimated by the War Activities Committee of the motion picture industry to be in excess of $24 million. By the end of 1944, 24,867 prints of feature-length films and 26,341 prints of short subjects had been shipped overseads. . . Actor Sonny Tufts got a new maid by promising to find a movie job for her talking duck. . . . Jimmy Stewart has been advanced to colonel in the AAF. . . .

Photographs from Press Association, Inc.

SHIRLEY TEMPLE, 16, posed with Sgt. John Agar, 24, AAF, whom her parents announced she'd marry—but not for a couple of years.

Ninety-four movie stars and performers entertained troops overseas last year. They averaged 50 performances a day and made 18,331 appearances in 2,363 events, according to the Hollywood Victory committee . . . The Edward G. Robinson-Joan Bennett team which was so successful in the tease-thriller *Woman in the Window* will do *Scarlet Street*. . . . Tommy Dorsey is trying his hand at emceeing, replacing Louis Calhern on the radio show, Music America Loves Best. . . . *The Glass Menagerie* has been voted the season's best American play by New York newspaper and magazine reviewers. The play has only four characters. It concerns an aging woman who looks back on a happy youth before she married the wrong man. Author is Tennessee Williams; this is his first play on Broadway. . . . Hollywood is like this—Harry Ruskin wrote the screen version of *The Postman Always Rings Twice* from the story by James Cain. James Cain is writing the screen version of *The Common Sin* from the story by Harry Ruskin. . . . A new radio program, The Veterans' Aide, made its debut last month. . . . Two years ago lines began forming in front of the box office of *Oklahoma*. Today the lines are longer. . . . Frances Langford and Vera Vague, regulars on the Bob Hope show, will probably have their own programs this summer. . . . Joe E. Brown, Jack Benny, Jimmy Durante and Bob Hope are scheduled for overseas trips this summer. . . . The annual Peabody Radio Awards for 1944 were announced last month. Outstanders were: news commentary—Raymond Gram Swing; reporting of news—WLW (Cincinnati); entertainment in drama (double award)—Cavalcade of America and Fred Allen; music—Telephone Hour; educational—Human Adventure; youth program—Philharmonic Young Artists Series.

Photograph from Press Association, Inc.

CHICAGO ballparks met manpower shortage by hiring these girls as ushers.

SPORTS

"Taps," played in respect to the memory of the nation's No. 1 baseball fan, Franklin D. Roosevelt, ushered in the 1945 major league baseball season last month.

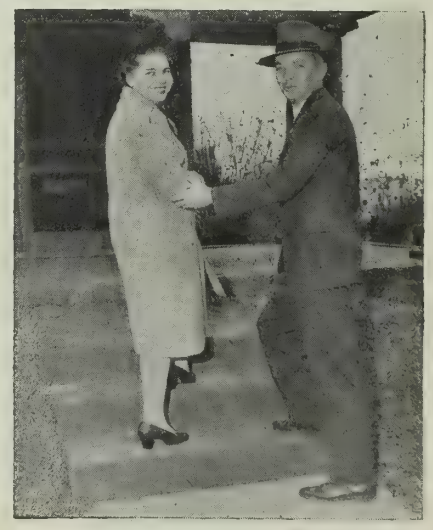
Teams of both major leagues opened on 17 April despite the many fears of last winter that there would be no 1945 campaign. The Yankee-Washington game, which was to start the season a day ahead of the other games, had been rained out.

Although the draft has cut the playing ranks since last year and will probably continue the slash throughout this year, a certain zest has been added to the game due to the uncertainty of competition.

Opening day notes: Total attendance at the eight major-league games was 99,747—an average of 12,468. Bad weather was blamed for the poor attendance; 1944 average was 17,334. . . . Pete Gray, the Browns' one-armed outfielder, cracked out a single in four tries in his big-league debut against Detroit. . . . A fellow named Lisenbee broke into the Reds' lineup as a relief pitcher in their overtime game with the Pirates. He is the same Hod Lisenbee who used to pitch for the Nats back in the late 1920s. . . . Boston Braves' field sparkled with a new $50,000 paint and renovating job. . . . Babe Ruth, who recently started a new career as a wrestling referee, was in the Yankee stands. He said he was through with wrestling! The last match he chaperoned went an hour and five minutes and was harder on the Babe than on the grapplers. . . . When Mel Ott stepped to the plate against the Braves he established a new National League record for being with one club for the longest span. It is his 20th year with the Giants—one more than Gabby Hartnett had with the Cubs. . . . Russ Derry, of the Yankees, equaled an opening day mark by slamming two homers. . . . Lou Boudreau, Indians' player-manager, started the year by having the hidden ball trick played on him. . . . George Metkovich, of the Red Sox, established a new American League record and tied Dolph Camilli's National League mark by committing three errors in one inning.

Odds and Ends: Man O' War, who quit racing a quarter of a century ago after 20 turf victories in 21 starts, quietly observed his 28th birthday on 28 March. . . . Byron Nelson, leading golf money winner for the second straight year, captured the Greensboro, Durham and Iron Lung golf meets . . . Ft Wayne (Ind.) Zollners won their second straight professional basketball championship by defeating the Dayton (Ohio) Acme Aviators, 78-52, in Chicago Stadium before 15,119. . . . Wille Pep, former featherweight boxing champ, now has an Army medical discharge in his pocket. He is the first big name sports figure to hold discharges from both the Army and Navy. . . . Flat-Foot Frankie Sinkwich, former Georgia star who led the Detroit Lions to second place last season, was named the National Professional Football League's most valuable player for 1944. . . . Wrestlers Joseph Dwyer and Harry Stevens, experimenting with some new jujitsu holds in Chicago, simultaneously broke each other's right legs.

• The 1945 All-Star baseball game will be dropped as a travel-conservation measure. . . . Rogers Hornsby has launched a city-wide system of baseball instruction in Chicago for 100,000 kids between 10 and 17. Raja is giving personal instruction in hitting and fielding. . . . Lt. Bert Shepard, of the AAF, who lost part of his right leg when he was shot down over Germany, signed a contract with the Washington Nationals last month. Shepard, who has been amazing the sports world with his agility, will technically be a coach, but will also be given an opportunity to prove his worth as a player. . . . Under new collegiate football rules a forward pass may be thrown from any point behind the scrimmage line. Heretofore the passer had to be five yards behind the line.



Photograph from Press Association, Inc.

EX-MARINES Florence and Herbert Pugh enter new house in Richmond, Va. They pooled their benefits under GI Bill of Rights to finance home. →

VETERANS

• The Government expects to set an example for business in rehiring veterans, says Civil Service Commissioner Arthur S. Flemming. About two thirds of the present 3,000,000 Government labor force are "war appointees," he revealed, and veterans will have first crack at their jobs after victory. Prospects for Federal employment, especially for disabled men, are excellent. There are some 2,000,000 Federal jobs, he estimated, for which their veterans' preference would give them "a considerable head start."

• Ex-Marine Pfc. Herbert J. Pugh and his wife, ex-Marine Corp. Florence S. Pugh, have used their combined rights under the "GI Bill of Rights" in getting a guaranty of loan from the Veterans Administration to buy a home in Richmond, Va. This is the first loan recorded where a man and wife who were both veterans have used their rights to secure an increased loan guaranty.

The sale price of the house was $8,000. Under the GI Bill, Veterans Administration can guarantee 50% of a home loan, up to a maximum of $2,000 per borrower. Pooling their rights, the Pughs obtained the full $8,000 from a local savings and loan association, with Veterans Administration guaranteeing $4,000 of it—$2,000 for each of the veterans. Loan must be paid off in 20 years.

DECORATIONS AND CITATIONS

For reasons of security, a man's duty and the deed for which he is decorated often cannot be fully described either in this section or in the actual citation he receives. There may accordingly be reports here which do not tell the whole story.

Medal of Honor and Two Navy Crosses Awarded to Commander of Submarine

For conspicuous gallantry and extraordinary heroism as commanding officer of a submarine, Comdr. Eugene B. Fluckey, USN, Annapolis, Md., has been awarded the Congressional Medal of Honor, the Navy Cross and a gold star in lieu of a second Navy Cross.

In making the presentation of the Medal of Honor to Comdr. Fluckey at ceremonies in Washington, D.C., last month, Secretary of the Navy Forrestal expressed regret that security regulations prevented telling the full story behind this decoration, remarking that the exploit was as colorful as it was gallant.

Comdr. Fluckey's outstanding valor and leadership as commanding officer of a submarine during action in enemy-controlled waters, and the aggressive fighting spirit of the officers and men under his command throughout the fulfillment of a hazardous mission, were cited as reflecting the highest credit upon the naval service.

During one war patrol of his submarine, Comdr. Fluckey intelligently planned and executed attacks which resulted in the sinking of five enemy vessels totaling 37,500 tons. In addition, two daring gun battles resulted in the sinking of two enemy sampans totaling 100 tons. For these actions he was recently awarded the Navy Cross aboard his submarine by Vice Admiral C. A. Lockwood Jr., Commander Submarines, Pacific Fleet.

A gold star in lieu of a second Navy Cross was awarded to Comdr. Fluckey for extraordinary heroism during another war patrol. His submarine sank a tanker, two freighters and an enemy warship, totaling 42,000 tons. In addition, he effected the rescue of 14 British and Australian prisoners of war who were survivors of a torpedoed enemy transport which had been taking them from Singapore to the Japanese Empire. His outstanding resourcefulness and capability in providing for their care and the treatment of the sick and wounded rendered it possible for all to return to port safely.

Sub CO Becomes First Person to Win Fifth Navy Cross

Comdr. Roy M. Davenport, USN, Los Angeles, Calif., became the first person to receive five Navy Crosses when he received gold stars in lieu of fourth and fifth Navy Crosses last month from Secretary of the Navy Forrestal in ceremonies at Washington, D.C.

Both awards were made for his extraordinary heroism as commanding officer of a submarine during action against Japanese forces. By his outstanding skill and aggressiveness, Comdr. Davenport launched carefully planned and brilliantly executed attacks which resulted in important losses to the enemy in valuable ships sunk or damaged.

Comdr. Davenport's first three Navy Crosses were also awarded for his exploits as a sub commander. His first came for his outstanding skill and dogged determination in sinking 10,500 tons of enemy shipping and damaging an additional 35,606 tons. During another war patrol he earned a gold star in lieu of a second Navy Cross by sinking 39,000 tons of enemy shipping and damaging over 4,000 tons. His third was awarded for sinking an enemy warship and more than 32,000 tons of shipping.

Photo Squadron Gets Navy Unit Commendation

Fleet Air Photographic Squadron 3 has been awarded the Navy Unit Commendation for extremely meritorious service in support of military operations in the Central Pacific area from 1 July 1943 to 15 May 1944. All personnel who served with the squadron during that time are eligible to wear the Unit Commendation ribbon.

Constantly flying over uncharted waters and through foul flying weather, the squadron covered the bitterly contested Marshall and Gilbert groups while these enemy strongholds were at the peak of their strength. With evasive tactics impossible because of the necessity of a sustained flight line, the pilots boldly penetrated

Official U. S. Navy photograph

NAVY HONORS SUBMARINE COs: Fleet Admiral King and Secretary Forrestal are shown with Comdr. and Mrs. Fluckey, center, and Comdr. and Mrs. Davenport following presentation of the awards reported above.

antiaircraft fire and airborne opposition, fighting gallantly when hard pressed but never failing to reach their objective.

Continually challenged by the obstacles of construction and logistics while operating from the most forward combat areas, the men of Squadron 3 succeeded in completely covering all assigned targets. As a result of their expert technical skill, many thousands of high-quality photographs were made available, which were essential to the success of amphibious and assault operations.

NAVY CROSS

Gold star in lieu of fourth award:

★ Comdr. Glynn R. Donaho, USN, George, Tex.: As commanding officer of a submarine his skill and tenacious actions enabled him to launch well-planned and aggressive torpedo attacks. These attacks resulted in the sinking or damaging of enemy shipping totaling over 29,000 tons. His conduct throughout was an inspiration to his officers and men.

Gold star in lieu of third award:

★ Comdr. Richard H. O'Kane USN, Durham, N.H.: As commanding officer of a submarine during a war patrol in Japanese-controlled waters he skillfully directed the operations of his ship throughout this hazardous mission. Comdr. O'Kane fearlessly launched powerful, expertly timed torpedo attacks which resulted in the sinking and damaging of an important amount of vital Japanese shipping by his deft execution of brilliant tactical maneuvers.

Gold star in lieu of second award:

★ Comdr. Richard H. O'Kane, USN, Durham, N.H.: As commanding officer of a submarine during a war patrol in Japanese-controlled waters, he relentlessly sought out the enemy throughout a period of intensive offensive operations. He fought his ship with brilliant tactical ability and pressed home a series of bold and accurate torpedo attacks which resulted in the sinking of an important amount of valuable enemy shipping.

★ Lt. Edward W. Overton Jr., USNR, Southbury, Conn.: While piloting a carrier-based fighter plane as a member of Air Group 15, which destroyed or damaged 467,000 tons of enemy shipping, he is credited with having destroyed five planes. In the face of intense and accurate antiaircraft fire, he made a direct hit on an enemy battleship.

★ Lt. (jg) Leonard G. Muskin, USNR, Omaha, Neb.: While piloting a plane during action off the Philippines on 25 Oct. 1944 he scored a direct hit on an enemy battleship, which resulted in certain damage to the target.

First award:

★ Comdr. William M. Collins Jr., USN, Chevy Chase, Md.: As the pilot of a carrier-based fighter plane, he led 14 planes of his squadron on a fighter sweep against Formosa on 12 Oct. 1944. He unhesitatingly led his flight into combat against approximately 50 enemy fighters and, under his outstanding and aggressive leadership, his squadron shot down in flames five of the enemy airplanes. All of the planes which he led returned safely to base.

★ Comdr. Lawrence B. Cook, USN, Nashua, N.H.: While commanding a warship in Surigao Strait on the night of 25 Oct. 1944, he encountered a formidable column of Jap battleships, cruisers and destroyers advancing through the strait in the darkness of the early morning hours. Daringly and with brilliant tactical ability he directed the ship against fierce and prolonged gunfire. Skillfully placing his ship in an advantageous striking position despite extremely hazardous conditions he launched a devastating, accurate torpedo attack, subsequently withdrawing from the area without damage to his vessel. By his forceful leadership and indomitable fighting spirit in the face of tremendous odds, Comdr. Cook contributed materially to the decisive defeat of the aggressive enemy force.

★ Comdr. Quentin R. Walsh, USCG, New London, Conn.: While CO of a specially trained Navy reconnaissance party, he entered the port of Cherbourg with Army troops three weeks after D day of the Normandy invasion. While leading his party through scattered pockets of resistance, he engaged in street fighting and accepted the surrender of 750 Germans, 400 at the naval arsenal and 350 at nearby Fort du Homet. He secured the release of 52 American paratroopers who were held prisoner in the fort. His aggressive leadership and outstanding heroism were instrumental in the surrender of the last inner fortess of the Cherbourg arsenal and considerably expedited its occupation and use by the Allied forces.

★ Lt. Comdr. Valdemar G. Lambert, USN, Lake Charles, La.: While leading a flight of carrier-based torpedo planes during the Battle for Leyte Gulf he skillfully deployed his forces in a coordinated attack, inflicting maximum damage to the enemy fleet without loss to his own force. His own attack was made in the face of intense antiaircraft fire, in spite of which he scored a torpedo hit on an enemy carrier.

★ Lt. Comdr. Raymond E. Moore, USN, Atlanta, Ga.: While piloting a divebomber off the Philippines, he sighted a major enemy task force and then led his division in a divebombing attack on a battleship. Disregarding his own safety, he dodged intense antiaircraft fire to release his bombs from a low altitude and scored direct hits which caused serious damage to the Jap ship.

★ Lt. John Brodhead Jr., USNR, St. Louis, Mo.: During operations against major surface forces during the Battle for Leyte Gulf he led 14 planes in a determined attack on an enemy battleship of the *Ise* class, personally scoring a direct hit. Coordinating with other planes, he maneuvered his group into excellent position for attack, which resulted in several other damaging hits on the target.

★ Lt. H. Clay Hogan, USNR, Oak Park, Ill.: While acting as section leader on a search and attack mission in waters west of the central Philippines last October, he made a divebombing attack on an enemy battleship in the face of an intense barrage of antiaircraft fire. By releasing his bombs at an extremely low altitude, he scored direct hits which caused fires and serious damage to the target.

★ Lt. Thomas Kinaszczuk, USNR, Elizabeth, N.J.: While piloting a bomber during an attack on a submarine which was about to intercept a convoy, he pressed home a bold and determined attack in the face of heavy antiaircraft fire. Despite damage to his plane he continued his assault

Veteran CPO Gets Medal And Gold Star for Heroic Rescues in 1905 and 1908

Two acts of heroism performed almost 40 years ago by Cornelius E. Anderson, CTC, USN (Ret), Brooklyn, N.Y., now on duty at the office of the Port Director, 3d Naval District, were rewarded by the presentation to him recently of a Navy and Marine Corps Medal and a gold star in lieu of a second.

On 27 Sept. 1905, when Anderson was a seaman aboard the USS *Alabama*, he dived over the side and helped to rescue a drowning shipmate. Again on 26 March 1908, by then a coxswain aboard the *New Hampshire*, he dived off the main deck to rescue a man after two others had failed.

Anderson received letters of commendation from the Secretary of the Navy for both acts. He became eligible for the Navy and Marine Corps Medal in 1942 when the medal was authorized by an Act of Congress which also provided that any person was entitled to it who had been awarded a letter of commendation by SecNav for heroism prior to that date.

C. E. Anderson admires his Navy and Marine Corps Medal.

WINNERS OF THE NAVY CROSS

Photographs not available of Lt. Thomas Kinaszczuk, Lt. George W. Schuncke, Lt.(jg) Richard L. Davis, Lt.(jg) Richard E. Fowler, Eleuteria J. Marquez, PhM3c, and Robert L. Winters, PhM3c. Comdr. Latta's citation, reported in the April issue, p. 58.

Wm. M. Collins, Jr.
Comdr., USN

Lawrence B. Cook
Comdr., USN

Glynn R. Donaho
Comdr., USN

Frank D. Latta
Comdr., USN

Richard H. O'Kane
Comdr., USN

Quentin R. Walsh
Comdr., USCG

Valdemar G. Lambert
Lt. Comdr., USN

Raymond E. Moore
Lt. Comdr., USN

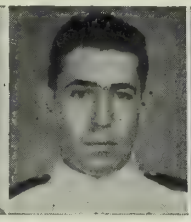
John Brodhead, Jr.
Lt., USNR

H. Clay Hogan
Lt., USNR

Samuel M. Logan
Lt., USN

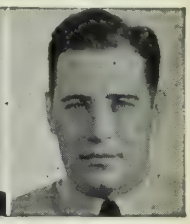
Robert E. McHenry
Lt., USNR

Kenneth R. Miller
Lt., USNR


George K. Morris
Lt., USNR

Edw. W. Overton, Jr.
Lt., USNR

Frank J. Savage
Lt., USNR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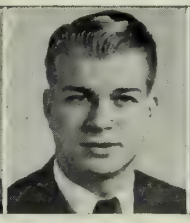
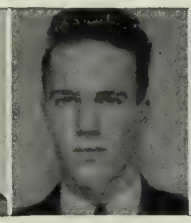
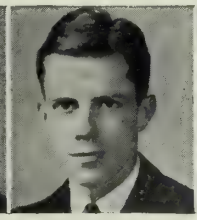
Lt., USNR

Wilford J. Willy
Lt., USN


Wilfred M. Bailey
Lt.(jg), USNR

Rex L. Bantz
Lt.(jg), USNR


Warren J. Clark
Lt.(jg), USNR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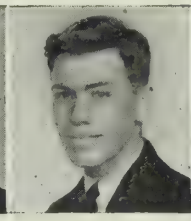
Lt.(jg), USNR


Jerome C. Crumley
Lt.(jg), USNR

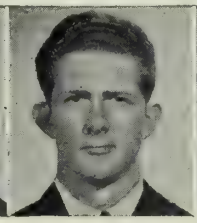
Alfred M. DeCesaro
Lt.(jg), USNR

Marshal P. Deputy
Lt.(jg), USNR

Walter Fontaine
Lt.(jg), USNR

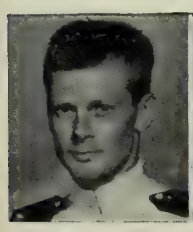
Harry A. Goodwin
Lt.(jg), USNR

S. M. Holladay, Jr.
Lt.(jg), USNR


Howard D. Jolly
Lt.(jg), USNR

John J. Killiany
Lt.(jg), USNR

Earl F. Lightner
Lt.(jg), USNR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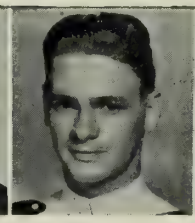
Lt.(jg), USNR

Donald McCutcheon
Lt.(jg), USNR


Glenn E. Mellon, Jr.
Lt.(jg), USNR

Leonard G. Muskin
Lt.(jg), USNR

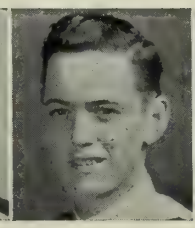
Loren E. Nelson
Lt.(jg), USNR

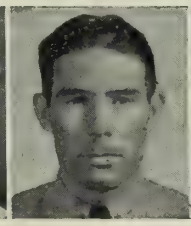
George P. Oakman
Lt.(jg), USNR

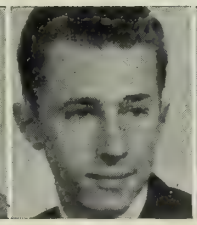
Roy W. Rushing
Lt.(jg), USNR

Jimmy Smyth
Lt.(jg), USNR

John R. Strane
Lt.(jg), USNR


L. R. Timberlake, Jr.
Lt.(jg), USNR


Wendell V. Twelves
Lt.(jg), USNR


Paul J. Ward
Lt.(jg), USNR

G. Prendergast, Jr.
Ens., USNR

Raymond E. Duffee
PhM2c, USNR

with devastating force. When the sub attempted to submerge, he released four bombs from the extremely low altitude of 25 feet, completely destroying the craft before she could escape.

★ Lt. Samuel M. Logan, USN, Owensboro, Ky. (missing in action): While serving aboard the USS *Harder* in the Pacific area he unhesitatingly volunteered to lead a rescue team from his ship to rescue an aviator on a Japanese-held island. Fully aware that circumstances might force abandonment of the entire party, he courageously fought his way through the heavy surf in the face of hostile sniper fire from the beach. Finding the exhausted aviator, he succeeded in bringing him back to the submarine. His valiant conduct throughout this perilous mission and his unselfish efforts on behalf of another at the risk of his life were in keeping with the highest traditions of the naval service. (For fuller story of this incident, see "It Could Be a Trap . . . ," in April INFORMATION BULLETIN, p. 16.)

★ Lt. Robert E. McHenry, USNR, Evanston, Ill.: As a pilot with Air Group 20 operating in the Pacific area he pressed home his torpedo attack in the face of intense antiaircraft fire to score a hit which seriously damaged an enemy battleship.

★ Lt. Kenneth R. Miller, USNR, Hutchinson, Kans.: As pilot of a Helldiver in the fast carrier task forces commanded by Vice Admiral Marc A. Mitscher, USN, during the Battle for Leyte Gulf, he scored a direct hit on an enemy aircraft carrier which contributed to its sinking. He led his flight in the attack in the face of continuous and intensive antiaircraft fire.

★ Lt. George K. Morris, USNR, Buffalo, N.Y.: As patrol plane commander during an attack on a submarine off the west coast of Africa he dove to perilously low altitude in bold defiance of the enemy's withering antiaircraft fire, relentlessly pressing home an effective bombing and strafing attack. With his craft seriously damaged by a fierce barrage he remained in the area and, although suffering intense pain from his wounds, protected the convoy from further attack. When relief arrived more than two hours later, he skillfully flew his crippled plane back to base.

★ Lt. Frank J. Savage, USNR, Birmingham, Mich.: Pressing home a torpedo attack from his carrier-based plane through intense antiaircraft fire, he scored a hit on a Japanese carrier which subsequently sank as a result of his and other hits.

★ Lt. George W. Schuncke, USNR, Baltimore, Md. (posthumously): As pilot of an artillery spotting plane during operations in the Marianas on 2 July 1944 he valiantly launched an attack against two Japanese armored cars firing on a U. S. Navy seaplane. Despite the terrific and concentrated antiaircraft fire he flew in low to attack, holding persistently to the heavily armored targets until his plane was hit by antiaircraft fire and crashed behind enemy lines. His courageous initiative and determined aggressiveness were directly instrumental in saving the seaplane from probable destruction and reflect the highest credit on himself and the naval service.

★ Lt. Frank R. West, USNR, Fombell, Pa.: While piloting a divebomber in the vicinity of the Philippine Islands on 25 Oct. 1944 he made a determined attack on an enemy warship in the face of intense antiaircraft fire. He scored a direct hit on a battleship of the *Ise* class.

★ Lt. Wilford J. Willy, USN, Fort Worth, Tex. (posthumously): As copilot of a Liberator on 12 Aug. 1944 he volunteered to participate in an exceptionally hazardous operational mission. Dauntless in the performance of duty and with unwavering confidence in the vital importance of his task he willingly risked his life in the supreme measure of service and, by his great personal valor and fortitude, carried out a perilous undertaking.

★ Lt. (jg) Wilfred M. Bailey, USNR, Wichita Falls, Tex.: During an attack on an enemy carrier off the Philippine coast on 25 Oct. 1944 he scored a direct hit, contributing materially to the sinking of the vessel. He flew his carrier-based divebomber through intense and accurate antiaircraft fire to make the attack.

★ Lt. (jg) Rex L. Bantz, USNR, Chehalis, Wash.: As pilot of a torpedo bomber, he attacked and damaged a large enemy battleship. Braving extremely accurate antiaircraft fire in the vicinity of the Philippine Islands on 24 Oct. 1944, he dropped his bomb at very close range which caused certain damage.

★ Lt. (jg) Warren J. Clark, USNR, Philadelphia, Pa.: While a pilot in Air Group 15, he flew through highly accurate antiaircraft fire and enemy air opposition to drop a bomb squarely on a Japanese battleship on 25 Oct. 1944.

★ Lt. (jg) Paul P. Cook, USNR, Atlanta, Ga.: While piloting a divebomber off the Philippines he spotted an enemy force of battleships, cruisers and destroyers and made an attack on a Jap battleship, seriously damaging her.

★ Lt. (jg) Jerome C. Crumley, USNR, St. Paul, Minn.: Skillfully piloting his plane through intense and accurate antiaircraft fire during the Battle for Leyte Gulf he made a glide-bombing attack on an enemy battleship, scoring a direct hit which caused serious damage. His devotion to duty and utter disregard for his own safety were in keeping with the highest traditions of the naval service.

★ Lt. (jg) Richard L. Davis, USNR, Kino, Va.: As a pilot of a carrier-based fighter plane in the vicinity of the northern Philippines on 25 Oct. 1944, he made a direct hit on an enemy carrier in the face of intense antiaircraft fire, materially contributing to its sinking.

★ Lt. (jg) Alfred M. De Cesaro, USNR, Pueblo, Colo.: Credited with a direct hit on a Japanese battleship, he braved intense antiaircraft fire to drop a bomb on an enemy warship in the Philippine Islands.

★ Lt. (jg) Marshal P. Deputy Jr., USNR, Downington, Pa.: As pilot of a carrier-based torpedo plane at Leyte Gulf on 24 Oct. 1944, he pressed his attack at close range despite extremely intense antiaircraft fire and scored a torpedo hit on an enemy heavy cruiser, causing certain damage.

★ Lt. (jg) Walter Fontaine, USNR, Tacoma, Wash.: While piloting a carrier-based divebomber in the Sibuyan Sea area on 24 Oct. 1944, he pressed home an attack on a battleship, in the face of the antiaircraft fire of the whole enemy formation, obtaining a direct hit.

★ Lt. (jg) Richard E. Fowler Jr., USNR, Houston, Tex.: Although primarily a fighter pilot, he showed great skill in obtaining a direct hit on a Japanese battleship in the northern Philippines on 24 Oct. 1944. Braving intense and accurate enemy fire his action aided in turning back a major force of the enemy fleet.

★ Lt. (jg) Harry A. Goodwin, USNR, Manchester, N.H.: As pilot of a carrier-based torpedo bomber at Leyte Gulf on 25 Oct. 1944, despite intense antiaircraft fire, he made a glide-bombing run on a large enemy carrier which scored a direct hit and contributed to its sinking.

★ Lt. (jg) Samuel M. Holladay Jr., USNR, Long Beach, Calif.: As pilot of a carrier-based torpedo bomber at Leyte Gulf, 24 Oct. 1944, he closed to short range and obtained a torpedo hit on a large enemy battleship.

★ Lt. (jg) Howard D. Jolly, USNR, Santa Barbara, Calif.: As pilot of a carrier-based torpedo bomber during

British Honor Admiral For Service in Gilberts

Rear Admiral Charles A. Pownall, USN, Tyronne, Pa., has been awarded honorary membership in the Distinguished Service Order of Great Britain for his part in the Gilbert Islands campaign. As commander of a carrier task group of the Central Pacific Force, he was cited for "outstanding gallantry and leadership" during the campaign. Admiral Pownall also wears the Distinguished Service Medal for action during that period.

Gazette (SB, New London, Conn.)
"I think you oughta take Hartley off the periscope, sir!"

the Battle for Leyte Gulf he pressed an attack through airborne opposition and accurate antiaircraft fire to close range and obtained a damaging torpedo hit on a large enemy battleship.

★ Lt. (jg) John J. Killiany, USNR, Olyphant, Pa.: As a pilot of a carrier-based divebomber he pressed home his attack and scored a direct bombing hit on an enemy battleship of the *Ise* class in surface operations in the vicinity of the Philippines, 25 Oct. 1944.

★ Lt. (jg) Earl F. Lightner, USNR, San Diego, Calif.: While piloting a carrier-based torpedo bomber during the Battle for Leyte Gulf, 24 Oct. 1944, he scored a direct torpedo hit at close range on an enemy cruiser despite intense and accurate antiaircraft fire.

★ Lt. (jg) Earl F. Luther Jr., USNR, Warren, R.I.: In operations against a large enemy task force while piloting a carrier-based scout bomber in the northeastern Philippine area on 25 Oct. 1944, he scored a direct hit on an enemy aircraft carrier which contributed to its sinking.

★ Lt. (jg) Donald McCutcheon, USNR, Elizabeth, N.J.: As pilot of a carrier-based divebomber at Leyte Gulf on 25 Oct. 1944, he pressed home his attack and obtained a direct hit on an aircraft carrier of the *Shokaku* class in the face of intense antiaircraft fire from the entire enemy disposition. He contributed materially to the sinking of the enemy ship.

★ Lt. (jg) Glenn E. Mellon Jr., USNR, Wichita, Kans.: While piloting a carrier-based fighter plane during the Battle for Leyte Gulf he made a direct bomb hit on an enemy carrier through intense and accurate antiaircraft fire and airborne opposition, greatly contributing to its sinking.

★ Lt. (jg) Leonard G. Muskin, USNR, Omaha, Neb.: While piloting a plane during action off the Philippines on 24 Oct. 1944, he scored a direct hit on an enemy battleship which resulted in certain damage to the target.

★ Lt. (jg) Loren E. Nelson, USNR, Washington, D.C.: While piloting a carrier-based divebomber, he braved accurate antiaircraft fire from the whole enemy formation to obtain a direct hit on a giant enemy warship in the Philippine Islands area.

Ford Islander (NAS, Pearl Harbor, T. H.)
"Boy, I'd sure like to meet that Wave pharmacist's mate!"

Four U. S. Naval Officers Win Honors From Britain

Capt. Francis P. Old, USN, Washington, D.C., has received an honorary appointment as a Companion of the Distinguished Service Order of Great Britain and Capt. Charles W. Moses, USN, Bismarck, N.D.; Lt. Comdr. Douglas Fairbanks Jr., USNR, Hot Springs, Va., and Lt. Comdr. Benjamin H. Griswold, USNR, Monkton, Md., have been awarded the Distinguished Service Cross by the British Navy. The award to Capt. Old was made for distinguished service during the invasion of southern France, and those to Capt. Moses, Lt. Comdr. Fairbanks and Lt. Comdr. Griswold for their parts in that operation and in the support of the advance of the Allied armies in Italy.

★ Lt. (jg) George P. Oakman, USNR, Leland, Miss.: As pilot of a carrier-based divebomber in the vicinity of the Philippines on 25 Oct. 1944, he scored a direct hit on a battleship of the *Ise* class, pressing home his attack through intense antiaircraft fire.

★ Lt. (jg) Roy W. Rushing, USNR, McGehee, Ark.: As pilot of a carrier-based fighter plane operating in the vicinity of the Philippine Islands on 24 Oct. 1944, with the support of his section leader he attacked a formation of 40 enemy fighter planes and shot down six of the enemy planes in flames, probably destroying two others. His action effectively broke up the enemy formation and prevented an attack upon our surface forces.

★ Lt. (jg) Jimmie Smyth, USNR, Floydada, Tex.: As pilot of a carrier-based torpedo bomber in operation against a major enemy carrier force near the northern Philippines during October 1944, he scored a torpedo hit on a large enemy battleship despite intense and accurate antiaircraft fire.

★ Lt. (jg) John R. Strane, USNR, Duluth, Minn.: While serving as an escort to a strike mission against enemy carrier forces, he attacked and personally destroyed three enemy fighters and probably destroyed a fourth when the mission was attacked by the enemy.

★ Lt. (jg) Lewis R. Timberlake Jr., USNR, Florence, Ala.: As pilot of a carrier-based torpedo bomber operating against a major enemy carrier force in the vicinity of the northern Philippines on 25 Oct. 1944, he pressed home his torpedo attack despite airborne opposition and intense and accurate antiaircraft fire. He obtained a hit on an enemy carrier, materially contributing to its eventual sinking.

★ Lt. (jg) Wendell V. Twelves, USNR, Spanish Fork, Utah: While piloting a carrier-based plane in the vicinity of the northern Philippines on 25 Oct. 1944, he scored a direct hit on a Japanese carrier, in spite of intense antiaircraft fire, to contribute materially to the sinking of the vessel.

★ Lt. (jg) Paul J. Ward, USNR, Evanston, Ill.: As a bomber pilot in the Marianas and Philippine areas he hit a large enemy battleship and attacked enemy shipping despite intense enemy opposition.

★ Ens. George Prendergast Jr., USNR, Marshall, Tex.: While piloting a divebomber off the Philippines he scored a direct hit on an aircraft carrier. Flying through a hail of intense and accurate antiaircraft fire, he contributed materially to the eventual sinking of the ship, of the *Shokaku* class.

★ Raymond E. Duffee, PhM2c, USNR, Sacramento, Calif.: While serving with a Marine rifle company during the attack on Tarawa Atoll he waded into bullet-swept waters to rescue the wounded. He made approximately 15 trips to bring helpless men, caught in an intense, steady stream of machine-gun fire, over a coral reef to the cover of a seawall. Twice venturing some 75 yards inland, he administered first aid and changed the dressings of a wounded officer whose evacuation from a shell hole was prevented by the activities of numerous snipers operating in the area. Later, courageously returning with two stretcher bearers under cover of darkness, he succeeded in bringing the officer to safety, despite heavy enemy fire. Duffee's splendid initiative, expert professional skill and fearless devotion to duty undoubtedly saved many lives.

★ Eleuteria J. Marquez, PhM3c, USNR, Tonopah, Nev.: While participating in the invasion of Peleliu Island on 13 Oct. 1944, he painfully dragged himself around despite severe wounds in both of his legs and successfully administered first aid to seven wounded companions. Until his comrades had been evacuated, he would not allow himself to be treated or moved.

★ Robert L. Winters, PhM3c, USNR, Portland, Oreg.: As a company aid man of a Marine assault battalion on Tarawa Atoll, 20 Nov. 1943, he went forward with his unit administering medical assistance even though seriously wounded during the approach to the beach. Later, under intense fire, he made his way to a wounded comrade, rendered first aid and dragged him to safety. In organizing a relief party of stretcher bearers he contributed materially to the successful evacuation of at least 20 marines.

DISTINGUISHED SERVICE MEDAL

Gold star in lieu of third award:

★ Vice Admiral Theodore S. Wilkinson, USN, Arlington, Va.: As commander of a task force in action against enemy forces in the Philippine Islands from 1 Oct. 1944 to 18 Jan. 1945 he was a consistently forceful and efficient administrator. He displayed sound judgment and keen foresight in his effective planning of important combat operations and skillfully directed the Southern Attack Force in the attack on Leyte. He was responsible in large

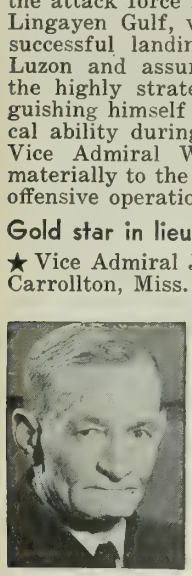
Admiral Wilkinson

DISTINGUISHED SERVICE MEDAL cont.

measure for the expeditious establishment of our forces in the Philippines. On 9 January he again commanded the attack force in the invasion in the Lingayen Gulf, which resulted in the successful landing of our troops on Luzon and assured the recapture of the highly strategic islands. Distinguishing himself by his brilliant tactical ability during this crucial period, Vice Admiral Wilkinson contributed materially to the success of these vital offensive operations.

Gold star in lieu of second award:

★ Vice Admiral John S. McCain, USN, Carrollton, Miss.: As Commander, 2d Carrier Task Force, and commander of a task group from 1 Sept. to 30 Oct. 1944, and as Commander Task Force, 3d Fleet from 1 Nov. 1944 to 26 Jan. 1945, he was assigned the difficult and urgent task of providing support for the landings in the Palaus, on Morotai, on the Halmahera Islands and the Luzon-Visayas-Mindanao areas of the Philippines. He led his units aggressively and with brilliant tactical control in extremely hazardous attacks on these strategic islands, the Nansei Shoto group and Formosa, despite intense, determined air, submarine and surface-force opposition. Subsequently he directed highly effective air strikes against Jap bases in French Indo-china and the Hong Kong, Canton and Hainon areas. Distinguishing himself during these crucial periods by his indomitable courage, sound judgment and inspiring leadership, Vice Admiral McCain contributed essentially to the ultimate conquest of numerous vital Japanese strongholds.



Admiral McCain

LEGION OF MERIT

Gold star in lieu of third award:

★ Rear Admiral Ernest G. Small, USN, Great Neck, N.Y. (posthumously): Commander of a task force, Pacific area, 27 May-8 Aug. 1944.

Gold star in lieu of second award:

★ Vice Admiral (then Rear Admiral) Olaf M. Hustvedt, USN (Ret), Decorah, Iowa: Action in Truk Island area, 16-17 Feb. 1944, Saipan, Tinian and Guam, 21-22 Feb. 1944.

★ Rear Admiral Louis E. Denfeld, USN, Washington, D.C.: Assistant Chief of Naval Personnel, 2 Jan. 1942-28 March 1945.

★ Commodore (then Capt.) Thomas B. Brittain, USN, Richmond, Ky.: Commander of transports of an amphibious task force, Peleliu Island, August-September 1944.

★ Capt. Marion C. Cheek, USNR, Ripley, Tenn.: On staff of Commander, 3d Fleet, Central and Southwest Pacific amphibious operations, 24 Aug.-22 Oct. 1944, 27 Oct. 1944-26 Jan. 1945.

Navalog (NTS, Newport, R. I.)
"Come on, Schultz! This is no time to worry about the uniform of the day!"

★ Comdr. Liles W. Creighton, USN, Houlton, Maine: CO of the USS *Ludlow*, Salerno.

First award:

★ Vice Admiral (then Rear Admiral) Arthur B. Cook, USN (Ret), Evansville, Ind.: Chief of Naval Air Operational Training, 6 May 1942-23 Aug. 1943.

★ Brig. Gen. Lyle H. Miller, USMC, San Diego, Calif.: Chief of staff of the Samoan Defense Force, 28 April 1942-1 March 1944.

★ Capt. Leonard J. Dow, USN, San Diego, Calif.: Communications officer on staff of Commander, 3d Fleet, Central and Southwest Pacific operations, 15 June-22 Oct. 1944, 27 Oct. 1944-26 Jan. 1945.

★ Capt. James E. Leeper, USN, Dermott, Ark.: Chief of staff, Aircraft, 7th Fleet.

★ Capt. William V. Saunders, USN, Fort Madison, Iowa: Commander of a task group, CO of a warship.

★ Capt. (then Comdr.) Hunter Wood Jr., USN, Hopkinsville, Ky.: Commander, destroyer division, Pacific area.

★ Lt. Comdr. Edward C. Klein Jr., (MC) USNR, East Orange, N.J.: 7th Amphibious Force medical officer, landings in South Pacific.

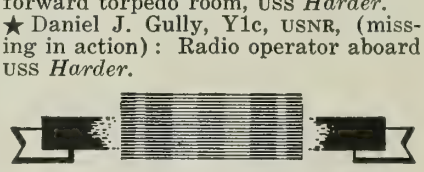
★ Lt. James W. Short, USNR, Azle, Tex.: Gunnery officer of USS *Niblack*, Anzio, 22-29 Jan. 1944.

★ Edward S. Miner, CBM, USN, McCook, Neb.: Coxswain of a landing boat, invasion of Sicily.

★ Robert C. Wagner, CPhoM, USN, Pensacola, Fla.: Combat photography unit, Attu, 11 May 1943 to occupation of that island.

★ Vincent L. Dallessandro, TM1c, USNR, Cheektowaga, N.Y. (missing in action): Torpedoman in charge of forward torpedo room, USS *Harder*.

★ Daniel J. Gully, Y1c, USNR, (missing in action): Radio operator aboard USS *Harder*.



SILVER STAR MEDAL

Gold star in lieu of second award:

★ Comdr. David Zabriskie Jr., USN, (missing in action): CO of the USS *Herring*.

First award:

★ Commodore Bernard L. Austin, USN, Rock Hill, S.C.: Commander of a destroyer division, Solomon Islands area, 31 Oct.-2 Nov. 1943.

★ Capt. Edward H. Jones, USN, Overbrook, Pa.: Commander of Western Naval Task Force until 1 July 1944.

★ Capt. John Perry, USN, Greenville, S.C.: CO of an aircraft carrier, Battle for Leyte Gulf.

★ Comdr. Robert W. Wood, USN, Washington, D.C.: CO of a warship, Pacific area.

★ Lt. Comdr. Valdemar G. Lambert, USN, Lake Charles, La.: Leader, torpedo squadron, Battle for Leyte Gulf.

★ Lt. Comdr. Rency F. Sewell Jr., USNR, Atlanta, Ga.: CO of the *PC 1261*, Normandy invasion.

★ Lt. Samuel W. Allison, USCGR, Houston, Tex.: CO of an LCI(L), Normandy invasion.

★ Lt. Joseph R. Ellicott, USNR, Alpine, N.J.: CO of a motor torpedo boat during combat patrols, New Britain, March through December 1943.

★ Lt. Otto P. Estes Jr., USNR, Picayune, Miss.: Control officer of an antiaircraft battery of USS *Niblack*, Anzio, 22-29 Jan. 1944.

★ Lt. Joseph F. Faner, USNR, Arlington, Va.: Diving officer of a submarine.

★ Lt. George A. Gowen, USNR, Ridgefield Park, N.J.: Engineering officer of USS *Chevalier*, Solomons, 6 Oct. 1943.

★ Lt. Samuel M. Logan, USN, Owensboro, Ky. (missing in action): Attached to USS *Harder*, Pacific area.

★ Lt. (jg) Hershel F. Boyd, USNR, Crane, Tex.: CO of a motor torpedo boat, Southwest Pacific area.

★ Lt. (jg) Robert S. Crawford, USNR, Akron, Ohio: Second Beach Battalion, Normandy invasion.

★ Lt. (jg) Hiram D. Hatfield, USN, Sallisaw, Okla. (missing in action): Sound operator of USS *Harder*, Pacific area.

★ Lt. (jg) George O. Walbridge, USNR, New York, N.Y.: Served aboard motor torpedo boats in combat patrol, New Guinea, 15 Aug.-15 Nov. 1943.

★ Gunner Albert C. Hoetzel, USN, Philadelphia, Pa. (posthumously): Aboard USS *Claxton*, Bougainville, 25 Nov. 1943.

★ James H. Yeats, CMoMM, USN, Madill, Okla.: In charge of the engine room of a submarine.

★ R. V. Page, GM1c, USN, Ashland, La.: Helmsman aboard USS *Niblack*, Anzio, 22-29 Jan. 1944.

★ John C. MacMahon, Sp(A)1c, USNR, Rockville, Conn. (missing in action): Special reconnaissance detachment, Pacific area, 11 July-18 Aug. 1944.

★ John Power, BM1c, USNR, Tulsa, Okla.: Aboard USS *LCI(L) 70*, South Pacific area, 5 Nov. 1943.

★ Francis J. Joyce, PhM2c, USNR, Broad Ford, Pa.: Marine rifle company, Guam, July 1944.

★ Gilbert G. Varela, MM2c, USNR, Tuscon, Ariz.: Member of a beach party, USS *President Adams*, Bougainville, 1 Nov. 1943.

★ Richard C. Widmeyer, MM2c, USNR, Cuyahoga Falls, Ohio (posthumously): Aboard a destroyer, Bougainville, 1-2 Nov. 1943.

★ Norman D. Geiken, HA2c, USNR, Milford, Ill.: Invasion of Guam.

★ John S. Gross, S2c, USNR, Trumbull, Conn. (posthumously): USS *LST 178*, invasion of southern France.

DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

★ Lt. Michael S. Alexatos, USNR, Meadville, Pa.: Carrier-based fighter pilot, Bonin Islands, July 1944.

Gold star in lieu of second award:

★ Comdr. William M. Collins Jr., USN, Chevy Chase, Md.: Leader of fighter sweep in enemy operations, 11 June 1944.

★ Lt. Michael S. Alexatos, USNR, Meadville, Pa.: Carrier-based fighter pilot, Pacific, 20 June 1944.

★ Lt. (jg) Jerome C. Crumley, USNR, St. Paul, Minn.: Carrier-based torpedo bomber pilot, Battle for Leyte Gulf.

★ Lt. (jg) Clayton M. Emery, USNR, North Westport, Mass.: Carrier-based torpedo plane pilot, 25 Oct. 1944.

★ Lt. (jg) Wendell V. Twelves, USNR, Spanish Fork, Utah: Pilot in Fighter Squadron 15, Pacific area, 24 Oct. 1944.

First award:

★ Comdr. William M. Collins Jr., USN, Chevy Chase, Md.: CO of Fighter Squadron 8, Palau Islands, 30-31 March 1944.

★ Lt. Michael S. Alexatos, USNR, Meadville, Pa.: Fighter pilot, Bonin Islands, June 1944.

★ Lt. George R. Crittenden, USNR, New York, N.Y.: Pilot in Air Group 15, northern Philippines, 24 Oct. 1944.

★ Lt. Donald F. Cronin, USNR, Baltimore, Md.: Carrier-based fighter pilot, Formosa, 12 Oct. 1944.

★ Lt. Charles G. Hewitt, USNR, Penns Grove, N.J. (posthumously): Torpedo bomber pilot.

★ Lt. Robert A. Hobbs, USNR, Omaha, Neb.: Fighter pilot, Philippines, 13 Sept. 1944.

★ Lt. Kenneth R. Miller, USNR, Hutchinson, Kans.: Helldiver pilot, Sibuyan Sea, 23 Oct. 1944.

★ Lt. Robert F. Richmond, USNR, West Frankfort, Ill. (posthumously): Torpedo bomber pilot.

★ Lt. Wallace R. Stockard, USNR, Seattle, Wash.: Pilot, Air Group 15, Saipan, 13 June 1944.

Gazette (SB, New London, Conn.)
"I can't figure out why the skipper always puts me on night lookout."

★ Lt. (jg) James R. Berry, USNR, Telephone, Tex.: Carrier-based scout bomber pilot, Philippines area.

★ Lt. (jg) Billie B. Duncan, USNR, Wichita Falls, Tex.: Aerial flight against enemy forces, Philippines.

★ Lt. (jg) Clayton M. Emery, USNR, North Westport, Mass.: Carrier-based torpedo plane pilot, 24 Oct. 1944.

★ Lt. (jg) Donald L. Hornberger, USNR, Oakland, Calif. (missing in action): Pilot, Torpedo Squadron 31, Pacific area, 15 Jan.-4 Aug. 1944.

★ Lt. (jg) William E. Miller, USNR, Somerset, Ky.: Section leader, Fighting Squadron 32, Philippine Islands, 21 Sept. 1944.

★ Lt. (jg) Arthur H. Munson, USN, Utica, N.Y.: Participated in a mission near Formosa, October 1944.

★ Lt. (jg) Ernest Roycraft, USNR, Lyndhurst, N.J.: Pilot, Air Group 15, northern Philippines, October 1944.

★ Lt. (jg) Jack H. Stewart, USN, Silver Spring, Md.: Fighter pilot.

★ Lt. (jg) John P. Van Altena, USNR, Hauer, Wis.: Fighter pilot, Air Group 15, Formosa.

★ Lt. (jg) Homer B. Voorhest, USNR, Oyster Bay, N.Y.: Carrier-based fighter pilot, Battle for Leyte Gulf.

★ Ens. Clarence A. Borley, USNR, Yakima, Wash.: Carrier-based fighter pilot, Formosa.

★ Ens. David E. Johnson Jr., USNR, Highland Park, Ill. (posthumously): Pilot, Fighter Squadron 15, Marianas, 19 June 1944.

★ Ens. Dalton W. Smith, USN, Stacy, N.C.: Patrol plane pilot, South Atlantic area.

★ Ens. Bernard J. St. John, USNR, Adams, Mass.: Carrier-based torpedo plane pilot, Philippine Islands.

★ Rudolph Gombach, AMM1c, USNR, Cleveland, Ohio: Gunner in Air Group 15, northern Philippines, 25 Oct. 1944.

★ Jack L. Hooten, ARM1c, USNR, Birmingham, Ala.: Combat aircrewman of a carrier-based divebomber, Air Group 15, Philippine Sea, October 1944.

★ Franklyn B. Patterson, AMM1c, USNR, North Beach, Md.: Turret gunner, Air Group 15, Battle for Leyte Gulf.

★ Donald L. Seig, AMM1c, USNR, Portland, Ore.: Turret gunner in a bombing plane, northern Philippines, 25 Oct. 1944.

★ Nicholas V. Annucci, AMM2c, USNR, Los Angeles, Calif.: Aircrewman, Air Group 20, Pacific.

★ Edward R. Birnbaum, AMM2c, USNR, Brooklyn, N.Y.: Gunner on a carrier-based torpedo bomber, Air Group 15, Battle for Leyte Gulf.

★ Robert F. Bullard, ARM2c, USNR, Boston, Mass.: Tail gunner and radioman in a torpedo bomber, Air Group 15, Battle for Leyte Gulf.

★ Alfred A. Caron, AMM2c, USNR, Methuen, Mass.: Turret gunner on a torpedo bomber, Air Group 15.

★ Wendell H. Coleman, AMM2c, USNR, Memphis, Tenn.: Aircrewman, Air Group 15, northern Philippines, 24-25 Oct. 1944.

★ Douglas M. Corey, ARM2c, USNR, Campbell, N.Y.: Combat aircrewman of carrier-based divebomber, Air Group 15, Philippine Sea, 25 Oct. 1944.

★ George M. Dwyer, ARM2c, USNR, Tampa, Fla.: Combat aircrewman on carrier-based divebomber, Air Group 15, Marianas, Bonins, Carolines and Philippine Islands.

★ George A. Fowler, ARM2c, USNR, Wilmington, N.C.: Combat aircrewman on carrier-based divebomber, Sibuyan Sea, October 1944.

★ Ralph L. Goulette, ARM2c, USNR, Los Angeles, Calif.: Aircrewman, Air Group 20, Pacific.

★ Allan E. Harris, ARM2c, USNR, San Antonio, Tex.: Combat aircrewman of a divebomber, Philippine Sea.

★ Maurice D. Hughes, ARM2c, USNR, Lincoln, Neb.: Crewman in a carrier-based bomber, Air Group 15.

★ Bert R. Hulsebus, AOM2c, USN, Glendale, Calif.: Aircrewman, torpedo plane, Air Group 20, Battle for Leyte Gulf.

★ John R. Ittersagen, AOM2c, USN, Chicago, Ill.: Aircrewman, west of Central Philippines, October 1944.

★ George John, ARM2c, USNR, Ithaca, N.Y.: Combat aircrewman of a divebomber, Battle for Leyte Gulf.

★ Elwood K. Johnson, AOM2c, USNR, Worcester, Mass.: Member of Air Group 15, northern Philippines, 25 Oct. 1944.

★ Gilbert C. Johnson, ARM2c, USNR, West Haven, Conn.: Radioman and tail gunner, Air Group 15, northern Philippines.

★ Raymond E. Kataja, ARM2c, USNR, East Hartford, Conn.: Combat aircrewman, Philippine Sea, October 1944.

★ Llyal V. Knudson, ARM2c, USNR, Holmen, Wis.: Radioman and tail gunner, central and northern Philippines, October 1944.

★ Roger I. Lemieux, ARM2c, USNR, Augusta, Me.: Radioman and gunner, Air Group 15, northern Philippines, 24-25 Oct. 1944.

★ Joseph V. Marquez, ARM2c, USNR, Los Angeles, Calif.: Aircrewman, Air Group 20, Pacific.

★ Winfield S. McCartney, ARM2c, USNR, Bayside, N.Y.: Radioman and tail gunner in a carrier-based torpedo bomber, Battle for Leyte Gulf.

★ Archie McPherson, ARM2c, USNR, Chadbourn, N.C.: Combat aircrewman of a carrier-based divebomber, Air Group 15, Philippine Sea, 25 Oct. 1944.

★ David K. Miller, AMM2c, USN, Hedrick, Iowa: Aircrewman in a torpedo plane, Air Group 15, northern Philippines, 24-25 Oct. 1944.

★ William Platte, AMM2c, USNR, Los Angeles, Calif.: Aircrewman, Air Group 20, Pacific.

★ Elmer F. Rand, ARM2c, USNR, Glendale, Calif.: Radioman aboard carrier-based torpedo plane, Philippines, October 1944.

★ Harold N. Schloss, AMM2c, USN, Richmond, Va.: Turret gunner of a plane, Philippine area, 24-25 Oct. 1944.

★ Edmond L. Sharron, ARM2c, USNR, North Adams, Mass.: Combat aircrewman on a divebomber, Philippines, 25 Oct. 1944.

★ Clarence T. Sup, ARM2c, USNR, Clarkson, Neb.: Radioman and tail gunner in a bomber, Air Group 15, northern Philippines, October 1944.

DISTINGUISHED FLYING CROSS cont.

★ Thurman Sutcliffe, ARM2c, USNR, Bronx, N.Y.: Radioman and tail gunner in a carrier-based torpedo bomber, Air Group 15, Battle for Leyte Gulf.
★ Albert L. Temple Jr., AOM2c, USNR, Trenton, N.J.: Turret gunner, northern Philippines, October 1944.
★ Corbett M. Terrell, ARM2c, USNR, Gainsville, Fla.: Aircrewman on a divebomber, Air Group 15, Sibuyan Sea, 24 Oct. 1944.
★ Harry A. Zirbs, AMM2c, USNR, Elkins, W.Va.: Gunner of a carrier-based torpedo plane, central and northern Philippines.
★ Lawrence F. Allison, ARM3c, USNR, Bloomington, Ill.: Radioman and tail gunner of a plane in Air Group 15, northern Philippines, 25 Oct. 1944.
★ Tribble H. Cranford, ARM3c, USNR, Cheyenne, Wyo.: Radioman and tail gunner, northern Philippines, 25 Oct. 1944.
★ Peter J. Trombina, ARM3c, USNR, Brooklyn, N.Y.: Combat aircrewman of a carrier-based divebomber, Air Group 15, Battle for Leyte Gulf.
★ Alvin L. Werts, AMM3c, USNR, Dayton, Ohio: Member of Air Group 15, northern Philippines, 25 Oct. 1944.

NAVY AND MARINE CORPS MEDAL

First award:

★ Lt. Bernard R. Boylan, (ChC) USNR, Woonsocket, R.I.: Aboard the SS *Calhoun*, Finschhafen, 23 Aug. 1944.
★ Lt. Clarence R. Redden, USNR, Dallas, Tex.: OinC of an ordnance investigation unit, 8th Fleet, Monte di Castro, Italy, 18 June 1944.
★ Lt. (jg) Woodrow T. Walker, USNR, Centerville, Ala.: Aboard the USS *Schenck*, 23-24 Dec. 1943.
★ Ens. Ace J. Riggins, USNR, Lake View, Iowa: Pilot of a scout observation seaplane, 29 Oct. 1944.
★ Frank Bertinetti, M1c, USNR, New York, N.Y. (posthumously): New Guinea, 2 Aug. 1944.
★ James E. Pickard, EM2c, USNR, Zilwaukee, Mich.: USS *Brownson*, New Britain, 26 Dec. 1943.
★ Arthur F. Plucinski, SoM2c, USNR, Chicago, Ill.: Aircraft carrier, October 1944.
★ James A. Repass, BM2c, USNR, McComas, W.Va.: Aboard a tank-landing ship, Solomons, 1 Oct. 1943.
★ Charles R. Vanderscoff, EM2c, USCGR, Springfield, Mass.: Machias, Me., 5 May 1944.
★ Percy Ferguson Jr., Cox., USN, Anmoore, W. Va.: USS *LCT 125*, Italy, 9 Sept. 1943.
★ Charles E. Balcom, S2c, USNR, Lockport, N.Y. (posthumously): USS *Tide*, invasion of Normandy.
★ Louis Sangouard, Pfc, USMCR, Los Angeles, Calif.: Pearl Harbor, May 1944.

Norfolk Seabag (NTS, Norfolk)

BRONZE STAR MEDAL

Gold star in lieu of second award:

★ Lt. Comdr. John E. Lawrence, USNR, South Hamilton, Mass.: Assistant intelligence officer and air combat intelligence officer on the staff of Commander, 3d Fleet, 15 June-22 Oct. 1944, 27 Oct. 1944-26 Jan. 1945.

First award:

★ Brig. Gen. Joseph H. Fellows, USMC, Washington, D.C.: Logistic plans officer on the staff of Commander, Service Squadron, South Pacific Force, 15 June 1942 to 27 Nov. 1943.
★ Capt. John G. Cross, USN, Laguna Beach, Calif.: Logistics officer on the staff of Commander, 3d Fleet, Central and Southwest Pacific areas.
★ Capt. (then Comdr.) Frederic S. Habecker, USN, Lititz, Pa.: CO of a close-in fire support ship operating in the Pacific area, 15 June to 2 Aug. 1944.
★ Capt. Francis J. McKenna, USN, Coronado, Calif.: CO of a vessel, Marianas, 14 June to 1 Aug. 1944.
★ Capt. John H. Morrill, USN, Minneapolis, Minn.: Commander of a landing craft flotilla, Palaus.
★ Capt. Stanley F. Patten, USN, San Diego, Calif.: CO of a vessel, Pacific operations, January and June 1944.
★ Capt. Robert P. Wadell, USN, San Mateo, Calif.: CO of a transport, Pacific area, January-June 1944.
★ Capt. Maurice M. Witherspoon, (ChC) USN, Brooklyn, N.Y.: Welfare and recreation officer on the staff of Commander, Alaskan Sector, July 1942 to August 1943.
★ Comdr. Joe W. Boulware, USN, Perry, Mo.: CO of a close-in fire support ship, Pacific area, 15 June to 2 Aug. 1944.
★ Comdr. Elliott M. Brown, USN, Salt Lake City, Utah: CO of a destroyer, Pacific area.
★ Comdr. Cecil T. Caufield, USN, San Diego, Calif.: Executive officer of a ship, summer of 1944.
★ Comdr. Ray R. Conner, USN, Douglas, Ariz.: CO of the USS *Niblack*, October 1944.
★ Comdr. Joshua W. Cooper, USN, Salisbury, Md.: CO of a ship, Pacific area, 15 June to 2 Aug. 1944.
★ Comdr. David A. Harris, USN, Cordele, Ga.: CO of a destroyer, Pacific area.
★ Comdr. Paul L. High, USN, Arlington, Va.: CO of a close-in fire support ship, Pacific area, 15 June to 2 Aug. 1944.

Quiz for All Hands:

WHAT'S YOUR NAVAL I. Q.?

1. Which of these U. S. CVEs was lost in the Battle off Samar: (a) USS Liscombe Bay, (b) USS Gambier Bay, (c) USS Bismarck Sea?

2. Contrails are: (a) the visible wake of airplanes in flight, (b) gaskets used in airplane manifolds, (c) protective railings on small boats for use of personnel in bad weather.

3. A dead rope is: (a) a rope not lead through a block or sheave, (b) a wet cigar, (c) a rope coiled on the deck, (d) a worn-out line.

4. The plane above is called the: (a) Privateer, (b) Flying Fortress, (c) Liberator.

5. Which of the following engagements was a part of the Battle for Leyte Gulf: (a) Battle off Cape Engano, (b) Battle off Cape St. George, (c) Battle of the Philippine Sea.

6. The type of U. S. Navy ship most completely air-conditioned is: (a) submarine, (b) hospital ship, (c) ammunition ship.

7. Bleeding a bouy means: (a) painting it red, (b) letting the water out, (c) freeing the bottom of barnacles.

8. An aircraft wing is: (a) three or more aircraft, (b) two or more flights, (c) three or more groups.

9. The Japanese year which started on 1 January 1945 is: (a) 1945, (b) 2045, (c) 2605.

10. Which of the following Navy signal flags are red, white and blue: (a) Able (b) Charlie, (c) Tare, (d) William.

11. The British mechanical term "accumulator" refers to what Americans call the: (a) propeller, (b) horizontal stabilizer, (c) battery.

12. "Choke the luff" is the Navy way of saying: (a) stop laughing, (b) jam a block by placing the end of a rope across the sheave, (c) strangle the lieutenant, (d) weave a small rope through the middle of the steps of a Jacob's ladder.

13. When King Ibn Saud recently came aboard a U. S. destroyer, he received a: (a) 21-, (b) 19-, (c) 17-gun salute.

14. A sea painter is: (a) a painter attached to a Seabee Unit, (b) one of ship's company attached to the permanent maintenance crew, (c) a line leading from forward, secured to a forward thwart to permit quick releasing.

15. Which of these anchors are carried by men-of-war of recent design: (a) bower, (b) stream, (c) kedge.

(Answers on Page 75)

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL

BATTLE STARS FOR ARMED GUARD CREWS

Full List of Vessels and Dates Released

A listing of merchant ships which have taken part in engagements up to 25 Sept. 1944 warranting the award of battle stars to their naval personnel was announced recently in three letters from BuPers to the COs of Armed Guard centers.

Armed Guardsmen who served aboard any of the vessels listed, at any time within the dates specified, are eligible to wear a bronze star on the appropriate area ribbon. They may obtain authorization certificates from the education officer at any Armed Guard center, and appropriate entries will be made in their records.

As security permits, additional lists of ships taking part in various engagements will be announced.

American Ribbon

3-8 Nov. 1942

Anne Skakel
Fred W. Weller
Hahira
L. V. Stanford
Olney
Tide Water

European-African-Middle Eastern Ribbon

16 Dec. 1941-19 Jan. 1942

Larranaga

6-28 Feb. 1942

City of Flint

18-30 March 1942

Dunboyne
Effingham
Eldena
Mormacmar

8-19 April 1942

West Cheswald
Yaka

21 March-6 May 1942

Alcoa Rambler
Bayou Chico
Capira
Deer Lodge
Expositor
Francis Scott Key
Hegira
Lancaster
Mormacrey
Mormacrio
Paul Luckenbach
Seattle Spirit
Texas
Zebulon B. Vance

20 May-1 June 1942

Alamar
Alcoa Banner
American Robin
City of Joliet
Exterminator
Hybert
John Randolph
Massmar
Mauna Kea
Michigan
Minotaur
Mormacsul
Nemaha
Richard Henry Lee
West Nilus

3-5 July 1942

Alcoa Ranger
Bellingham
Benjamin Harrison
Carlton
Christopher Newport
Daniel Morgan
El Capitan
Fairfield City
Honomu
Hoosier
Ironclad
John Witherspoon
Olopana
Pan Atlantic
Pan Kraft
Peter Kerr
Samuel Chase
Silver Sword
Troubadour
Washington
William Hooper
Winston-Salem

7-21 Sept. 1942

Africander
Campfire
Charles R. McCormick
Esek Hopkins
Exford
Hollywood
John Penn
Kentucky
Lafayette
Macbeth
Mary Luckenbach
Meanticut
Nathanael Greene
Oliver Ellsworth
Oregonian
Patrick Henry
Sahale
Schoharie
St. Olaf
Virginia Dare
Wacosta
White Clover
William Moultrie

29 Oct.-6 Nov. 1942

Richard H. Alvey

30 Oct.-8 Nov. 1942

John Walker

31 Oct.-4 Nov. 1942

William Clark

31 Oct.-11 Nov. 1942

Hugh Williamson
John H. B. Latrobe

8-11 Nov. 1942

Andrew Hamilton
Argentina
Arizpa
Artemas Ward
Bayou Chico
Bernard Carter
Brazil
Carter Braxton
Charles H. Cramp
Chattanooga City
Contessa
Edward Rutledge
Exceller
Horace Binney
John P. Poe
John Sergeant
Lewis Morris
Luther Martin
Mariposa
Mark Twain
Matthew P. Deady
Reverdy Johnson
Richard Henry Lee
Santa Elena
Santa Monica
Thomas Hooker
Uruguay
Walt Whitman
William Floyd
William Wirt
Zebulon B. Vance

15 Dec. 1942-29 Jan. 1943

Beauregard
Dynastic
El Almirante
El Oceano
Gateway City
Greylock
J. L. M. Curry
Oremar
Richard Bassett
Richard Bland
West Gotomska
Wind Rush

22 Dec. 1942-3 Jan. 1943

Ballot
Calobre
Chester Valley
Executive
Jefferson Myers
John H. B. Latrobe
Puerto Rican
Ralph Waldo Emerson
Vermont
Yorkmar

17-29 Jan. 1943

Cornelius Harnett
Delsud
El Oriente
Gulfwing
Nicholas Gilman

15-27 Feb. 1943

Artigas
Beaconhill
Bering
City of Omaha
Francis Scott Key
Israel Putnam
Mobile City
Thomas Hartley

21-25 Feb. 1943

Charles H. Cramp
Chattanooga City
El Oceano
Exilona
Expositor
Franz Klasen
Gateway City
Hastings
Jonathan Struges
Pan Maine
Pan Maryland
Samuel Chase
Wind Rush
Winkler

22-24 Feb. 1943

Esso Baton Rouge
Gulf Point
Mobilgas
Tidewater

3-10 March 1943

Alcoa Leader
Hollywood
Malantic

12-18 March 1943

Alan-A-Dale
Alcoa Voyager
American Robin
Anthony Wayne
Aztec
Benjamin Bourne
Benjamin Harrison
Bret Harte
Calvin Coolidge
Columbian
Cornelius Gilliam
Delmar
Esso Bayway
Exford
George Shiras
George Taylor
George Weems
Hegira
Henry B. Brown
Henry W. Longfellow
John Jay
John C. Calhoun
Joseph T. Robinson
Keystone
Lafayette
Mokihana
Molly Pitcher
Oliver Hazard Perry
Paul Hamilton
Peter Minuit
Richard Jordan Gatling
Texas
Walter Raleigh
Walter E. Ranger
West Nilus
Wildwood
William Coddington
William Johnson

16-18 April 1943

Alcoa Cutter
Atenas
Axtell J. Byles
Charles Brantley Aycock
G. Harrison Smith
George Handley
Good Gulf
Isaac Sharpless
James Fenimore Cooper
James Jackson
John Bidwell
Jonathan Worth
Kentuckian
Lena Luckenbach
Roger Williams
Sun
Wallace E. Pratt
William D. Pender
Yemassee

9-15 July 1943

Alexander Graham Bell
Alexander Martin
Borinquen
Bushrod Washington
Charles Piez
Daniel Huger
Daniel Webster
David Caldwell
Edward P. Costigan
Eleazar Wheelock
Evangeline
Ezra Meeker
Felipe de Neve
Francis Parkman
George Matthews
Harry Lane
Henry Middleton
Hugh Williamson
James Iredell
James Woodrow
John B. Hood
John Howard Payne
John M. Schofield
John Sergeant
Jonathan Edwards
Joseph Pulitzer
Lawton B. Evans
Lewis Morris
Lou Gehrig
Marion McKinley Bovard
Mexico
Nicholas Gilman
Oliver Hazard Perry
Robert Rowan
Robert Treat Paine
Samuel Adams
Shawnee
Tabitha Brown
Thomas Nelson Page
Thomas W. Bickett
Timothy Dwight
Walter E. Ranger
Walter Forward
William Few
William Bradford
William Dean Howells
William H. Seward
William W. Gerhard
Winfield Scott

13 Aug. 1943

Anne Bradstreet
David Stone
Elihu Yale
Ezra Meeker
Francis Parkman
Francis W. Pettygrove
George Davis
George W. McCrary
Henry Baldwin
James G. Blaine
James W. Marshall
Jonathan Elmer
Louisa M. Alcott
Pierre L'Enfant
Solomon Juneau
Tabitha Brown
William T. Barry
William W. Gerhard

9-21 Sept. 1943

Alexander Graham Bell
Alexander Martin
Bushrod Washington
Charles M. Hall
Charles Piez
Daniel Webster
David Caldwell
Edward P. Costigan
Edward Rutledge
Elihu Yale
Ezra Meeker
Francis Marion
Francis Parkman
George H. Thomas
George Matthews
George W. McCrary
Haym Salomon
Henry Baldwin
Henry Barnard
Hugh Williamson
James G. Blaine
James W. Marshall
James Woodrow
John Cropper
John Howard Payne
Jonathan Elmer
Joseph N. Teal
Joseph Pulitzer
Josiah Bartlett
Lewis Morris
Lou Gehrig
Louisa M. Alcott
Oliver Hazard Perry
Pierre L'Enfant
Stephen A. Douglas
Tabitha Brown
William Bradford
William Dean Howells
William T. Barry
William W. Gerhard
Winifield Scott

6 Nov. 1943

Argentina
Edmund B. Alexander
Hawaiian Shipper
Henry Gibbins
James Parker
John Ericsson
Monterey
Santa Elena
Santa Paula
Santa Rosa
Sloterdijk
Thomas H. Barry

22 Jan.-1 March 1944

Alexander Martin
Bret Harte
Charles Goodyear
David S. Terry
Edward Rutledge
Elihu Yale
Elisha Walker
Henry Middleton
Hilary A. Herbert
James W. Nesmith
James M. Wayne
John Banvard
John Murray Forbes
Lawton B. Evans
Richard Bassett
Samuel Ashe
Samuel Huntington
Tabitha Brown
William Mulholland
Zebulon Pike

1 April 1944

B. F. Shaw
E. Kirby Smith
Elisha Mitchell
Frederic C. Howe
George Abernethy
George Bancroft
George M. Bibb
George H. Pendleton
Henry Baldwin

THE BULLETIN BOARD

Henry W. Longfellow
Ignace Paderewski
James McHenry
John Trumbull
Jared Ingersoll
John C. Fremont
Jubal A. Early
K. I. Luckenbach
Kemp P. Battle
Lawrence D. Tyson
Leo J. Duster
Lincoln Steffens
Louis Hennepin
Lucretia Mott
Marion McKinley Bovard
Nathan B. Forrest
Nathan Clifford
Paul H. Harwood
Robert R. Randall
Silas Weir Mitchell
Sun
Sun Yat Sen
Tarleton Brown
Theodoric Bland
Thomas Donaldson
Thomas Heyward
William D. Moseley
William F. Cody
William H. Dall
Woodrow Wilson

11-12 April 1944

A. J. Cermak
Amos Kendall
Atenas
Benjamin Chew
Benjamin Lundy
Black Hawk
Bret Harte
Charles Piez
Edward P. Costigan
Gideon Welles
Hamlin Garland
Harry Lane
Henry Ward Beecher
Heywood Broun
Horace H. Lurton
James E. Howard
James H. Couper
James Jackson
Jesse Billingsley
John C. Breckenridge
John N. Robbins
John Wanamaker
Jose Marti
Josiah Parker
Louis A. Sengteller
Lewis Emery Jr.
Meyer London
O. Henry
Pere Marquette
Peter Cartwright
Richard Rush
Roger Williams
Sarah J. Hale
Stephen W. Kearny
Susan V. Luckenbach
Thomas G. Masaryk
Thomas Hart Benton
W. H. Libby
Waigstill Avery
Wallace E. Pratt
William M. Meredith
William H. Jackson
Wilson P. Hunt

20 April 1944

Andrew T. Huntington
Cardinal Gibbons
Carrillo
Cartago
Dorothy Luckenbach
Ethan Allen
Fitzhugh Lee
George Chamberlain
Henry Groves Connor
James Hoban
James Gordon Bennett
John Gorrie
John Mason
John Sedgwick
John N. Maffitt
Joseph McKenna
Josiah Bartlett
Leslie M. Shaw
Pan Maine
Paul Hamilton
Robert Battey
Robert Newell
Robert Ellis Lewis
Samuel Livermore
Stephen F. Austin
Stephen W. Gambrill
U. S. O.
Willie Jones

11 May 1944

Abangarez
Abraham Lincoln
Albino Perez
Ben F. Dixon
Benjamin Huntington
Carter Braxton
Charles A. Wickliffe
Clement Clay
Colin P. Kelly Jr
Conrad Weiser
Francis M. Smith
George H. Dern
Grenville M. Dodge
James J. Pettigrew
James M. Gilliss
James W. Fannin
James Whitcomb Riley
Janet Lord Roper
John Banvard
John Dickinson
John F. Myers
John Fiske
John Jay
John Stevens
John W. Griffiths
Peter Zenger
Samuel Moody
Stephen A. Douglas
Thomas Nuttall
Thomas L. Clingman
Thomas W. Bickett
Van Lear Black
William B. Giles
William H. Aspinwall
William H. Moody
William Mulholland
William Patterson
Zachary Taylor

6-25 June 1944

Abraham Clark
A. Frank Lever
Ameriki
Artemas Ward
Audacius
Benjamin H. Bristow
Bailaloide
Benjamin Contee
Benjamin Park
Bernard Carter
Black Rock
Bodie Island
Casimir Pulaski
Charles Morgan
Charles W. Eliot
Cotton Mather
Courageous
Cyrus H. K. Curtis
David O. Saylor
Eleazar Wheelock
Farallon
Fisher Ames
Flight Command
Francis C. Harrington
Frank R. Stockton
Galveston (m. s.)
Gay Head
George A. Custer
George Durant
George S. Wasson
George W. Woodward
George W. Childs
George Wythe
Great Isaac
Hannibal Hamlin
Henry Austin
Hillsboro Inlet
Horace Gray
Ignatius Donnelly
James E. Haviland
James Iredell
James R. Randall
James W. Marshall
John S. Mosby
John A. Sutter
John E. Sweet
John E. Ward
John Grier Hibben
Joseph A. Brown
Julius Rosenwald
Lee S. Overman
Lucius Q. C. Lamar
Mahlon Pitney
Matt W. Ransom
Moose Peak
Nathaniel Bacon
Olambala
Oliver Wolcott
Omar E. Chapman
Potter
Robert Henri
Robert Lansing
Robert L. Vann
Sam Houston II
Sankaty Head
Stephen B. Elkins
Thomas B. Robertson
Thomas J. Jarvis
Trinidad Head
Victory Sword
Vitruvius
Walter Hines Page
West Cheswald
West Grama (m. s.)
West Nohno
West Honaker
Will Rogers
William A. Jones
William Carson
William C. Endicott
William H. Prescott
William L. Marcy
William Pepperell
William Phips
William T. Goldsboro
Wilscox

7-25 June 1944

Cyrus McCormick
David Starr Jordan
Elihu Root
George E. Badger
George G. Crawford
George Whitefield
Harry Percy
James L. Ackerson
J. D. Ross
Lucien B. Maxwell
Lucy Stone
Pearl Harbor
Thomas Scott
William Tilghman

8-25 June 1944

Dan Beard
Florence Crittendon
G. W. Goethals
Henry M. Rice
Henry S. Lane
H. G. Blasdel
James A. Farrell
James B. Weaver
James Caldwell
Jeremiah O'Brien
John A. Campbell
Louis Marshall
William N. Pendleton
William W. Loring

9-25 June 1944

Arthur Sewall
Belva Lockwood
Edward D. White
Francis Asbury
George Steers
John Merrick
John R. Park
Joseph E. Johnston
Joseph Pulitzer
Robert Toombs
Stanton H. King

10-25 June 1944

David Caldwell
Edward M. House
Elmer A. Sperry
Francis Drake
George Dewey
J. E. B. Stuart
James I. McKay
James Woodrow
Jane Long
Jim Bridger
John F. Steffen
John G. Whittier
John Henry
Joseph Story
Lou Gehrig
Samuel Colt

12-25 June 1944

Amos G. Throop
Benjamin Hawkins
Charles C. Jones
Collis P. Huntington
Edwin Abbey
Eugene E. O'Donnell
Ezra Weston
Jedediah S. Smith
Joshua B. Lippincott
Robert E. Peary
Webb Miller

13-25 June 1944

Abiel Foster
Charles D. Poston
Charles M. Hall
Charles Sumner
Clara Barton
Clinton Kelly
Enoch Train
George E. Pickett
John Hay
Louis Kossuth

14-25 June 1944

Charles Willson Peale
Edward W. Scripps
Ephriam Brevard
Hellas
Henry W. Grady
John Steele
Josiah Nelson Cushing
Thomas Wolfe

17-25 June 1944 Jesse Applegate

15 Aug.-25 Sept. 1944

Abel Stearns
Abbot L. Mills
Aedanus Burke
Albert A. Michelson
Alexander J. Dallis
Ambrose E. Burnside
Andrew Briscoe
Andrew Moore
Andrew Pickens
Benjamin Goodhue
Benjamin H. Latrobe
Bernard N. Baker
Betty Zane
Black Hawk
Bret Harte
Button Gwinnet
Carter Braxton
Charles Goodyear
Charles Keefer
Colin P. Kelly Jr.
Crawford W. Long
Crosby S. Noyes
Cushing Eels
Darien
Dwight Morrow
Daniel Huger
Edward Burleson
Edward Richardson
Edward N. Hurley
Edwin L. Godkin
Elias Boudinot
Elinor Wylie
Ethan Allen
Ethelbert Nevin
Ezra Cornell
Felix Grundy
Felipe de Neve
Francis Marion
F. Marion Crawford
Francis Amasa Walker
Frances E. Willard
Franz Klasen
Furnifold M. Simmons
George Bancroft
George Davis
George Handley
George Leonard
George Heace
George B. McClellan
George W. McCrary
George F. Patten
George Vickers
Grenville M. Dodge
Henry Baldwin
Henry Ward Beecher
Henry Groves Connor
Henry George
Henry E. Huntington
Henry W. Longfellow
Henry S. Sanford
Howell E. Jackson
Isaac Coles
James Hoban
James Jackson
James McHenry
James McMorland
James Moore
James Parker
James Rumsey
James Turner
Joel Chandler Harris
John C. Breckinridge
John W. Brown
John Cropper
John B. Gordon
John Harvard
John Holmes
John B. Hood
John Lawson
John Milledge
John M. Morehead
John Morton
John S. Pillsbury
John S. Sargent
John Sedgwick
John Sullivan
John Trumbull
Johns Hopkins
Joseph G. Cannon
Joseph H. Nicholson
Joseph S. Emery
Josiah Bartlett
Kemp P. Battle
Lambert Cadwalader
Laura Keene
Leonidas Polk
Lincoln Steffens
Louis McLane
Louisa M. Alcott
Lucretia Mott
Luther Martin
Marine Robin
Marion McKinley Bovard
Marshall Elliott
Mary Lyon
Mayo Brothers
Mercy Warren
Michael Pupin
M. M. Guhin
Moses Austin
Paine Wingate
Peter J. McGuire
Peter Minuit
Pierre Laclede
Ponce de Leon
Raould Amundsen
Richard Basset
Richard K. Call
Richard Rush
Robert T. Hill
Robert Newell
Robert Dale Owen
Robert Treat Paine
Robert F. Stockton
Robert Treat
Roger Williams
Samuel Griffin
Sarah Orne Jewett
Simon Willard
Solomon Juneau
Tabitha Brown
Tarleton Brown
Theodore Foster
Theodoric Bland
Thomas B. Reed
Thomas Hart Benton
Thomas Hill
Thomas Sumter
Thornstein Veblen
Tristam Dalton
Walt Whitman
Ward Hunt
Washington Irving
William Blount
William F. Cody
William Cushing
William M. Eastland
William Eaton
William P. Fessenden
William Floyd
William A. Graham
William Harper
William H. Jackson
William M. Moultrie
William D. Pender
William Rawle
William L. Smith
William Sturgis
William H. Wilmer

Asiatic-Pacific Ribbon

12 Feb. 1943 Island Mail

12 Feb. and 11 March 1943 Alcoa Pennant

12 and 16 Feb. 1943 William Lloyd Garrison

11 March 1943 Peter Silvester

20 March 1943

Day Star
Fredric Jackson Turner
Lyman Beecher

7 April 1943

Dona Nati
Louis Jolliet
William Williams

23 May 1943

Brastagi
Dashing Wave
Santa Ana
Walter Reed

16 June 1943 Nathaniel Currier

14-18 March 1944 Marcus Daly

17-20 March 1944 William Beaumont

24-28 March 1944 Brander Matthews

24-28 March 1944 Philip T. Doddridge

THE BULLETIN BOARD

Enlisted Men with 2 or 3 Years Shore Duty To Be Sent to Sea

All enlisted men, except those in activities and ratings listed below, who have had two years of shore duty in the U. S. and all aviation enlisted men with three years of shore duty in the States, soon will be made subject to assignment by BuPers aboard ships and at overseas bases.

A shore-duty survey will be conducted, under which aviation ratings assigned shore duty prior to 1 Oct. 1942 and other enlisted men prior to 1 Oct. 1943 are to be replaced by 30 Sept. 1945.

Because separate programs to achieve the same purpose are already in effect for them, the following activities, ratings and categories do not come within the scope of the survey:

Navy recruiting and induction service, offices of naval officer procurement, cable censors, naval intelligence activities operating under CNO, Seabee personnel, communication intelligence and communication security personnel operating under Cominch and CNO, instructors at certain schools, instructors at service schools under COTCLant and COTCPac, special projects and individual activities specifically exempted by BuPers.

Also not included and covered by special replacement programs are: specialists, musicians, special artificers (devices), special artificers (instruments) (TR), telegraphers, retired enlisted men, enlisted men with BuPers-approved classification for limited shore duty, and surviving sons, as provided for by BuPers Circ. Ltr. 107-45 (NDB, 15 April, 45-380).

Major departures from provisions previously made in shore duty surveys are:

- Mailmen are subject to interchange beginning 1 July 1945, but fleet interchange may be made prior to that date when mutually agreeable to the commands involved. Immediately after 1 Oct. 1945 provisions will be made for progressive replacement of mailmen with over two years of shore duty in the States.
- Enlisted personnel, other than aviation ratings, attached to assembly and repair departments at naval air activities are subject to the directive and may not be retained in excess of the maximum two years.
- All aviation ratings (including assembly and repair personnel) are to be nominated for fleet interchange after three years on shore. When aviation ratings are available in the fleets for interchange, equivalent ratings on shore are subject to transfer in exchange at any time *prior* to completion of three years, as may be necessary to provide shore billets for aviation personnel returning from sea or advance base duty. Men who have been stationed ashore in the U. S. longest will be transferred first.
- Hospital corpsmen are now subject to shore-duty surveys, and BuPers orders are issued to commandants directing transfer of enlisted men in the Hospital Corps to duty outside the U. S. In commands where insufficient BuPers orders are received to take care of the men eligible for overseas duty, the numbers of such ratings are to be reported to BuPers via BuMed.

Telegraphers and all specialist ratings not subject to shore-billet surveys are to be interchanged on a rate-for-rate basis when nominations are made to the shore establishment by fleet administrative commands.

Plans Made to Send to Sea General Service Officers With 12 Months Shore Duty

All shore stations in the U. S. have been advised by BuPers letter that work should be organized so that any individual general-service officer who has been on shore duty in the continental U. S. in excess of 12 months may be released for sea or advanced base duty. Previously, 18 months was the standard period set up in the Navy's shore-to-fleet transfer program.

As stated in the letter, it is expected that BuPers will be able to supply a relief for any officer detached from continental shore stations for duty afloat or overseas. It is not, however, anticipated that contact reliefs can be supplied or will be required. Just as department heads on large ships and COs of all ships are designated by name and contact reliefs are provided, so will BuPers provide specific reliefs for officers occupying key technical billets and highly responsible administrative posts. In the lower echelons the detachment of any general service officer should be anticipated without contact relief or specifically designated relief.

Navy to Return or Retain In U. S. Surviving Sons of Family Losing Two or More

In recognition of the sacrifice and contribution made by a family which has lost two or more sons who were members of the armed forces, consideration will be given to the return to or retention in the U. S. of all remaining members of the immediate family serving in the Navy, Marine Corps or Coast Guard, except when they are engaged in non-hazardous duties overseas.

This policy, annouunced by BuPers Circ. Ltr. 107-45 (NDB, 15 April, 45-380), cancels a previous directive which provided for the return to or retention in the U. S. of sole surviving sons of families which had lost two or more sons.

Applications for return to or retention in the U. S. must be filed by the serviceman himself or his immediate family. Requests from service personnel may be submitted via official channels to BuPers; to the Commandant, U. S. Marine Corps, or to the Commandant, U. S. Coast Guard, as appropriate. Applications from families shall be referred to the same sources.

Big-Name Athletes to Get Duty with Overseas Units

So that personnel overseas may have an opportunity to see performances by well-known professional and amateur athletes who are now in the service, BuPers announced a policy last month whereby these men will be widely dispersed and assigned to routine service with active units.

This policy, which puts emphasis on the morale-building value of all-star teams and players in advanced areas, rather than in the States, was announced on 14 March 1945 by the Chief of Naval Personnel to all commandants of continental naval districts and river commands and to the chiefs of air training commands.

As stated in the directive, the Navy "does not favor deliberate concentrations of professionally or publicly known amateur athletes within the continental limits of the United States, for the purpose of exploiting their specialties in athletic team-competition."

As a result of the letter, big-name athletes who are now serving in the Navy as officers or enlisted personnel may not be retained beyond their normal period of duty or training within a particular command or locality for any purpose, and at the same time be permitted to coach, play or be actively concerned with competitive athletics.

SA Men Made Eligible For Additional Schooling

Special assignment personnel now are eligible for training at many advanced aviation and general-service schools provided they are returned upon completion of training to the activity from which they were detached to go to school, according to BuPers Circ. Ltr. 90-45 (NDB, 31 March, 45-322).

SA men are not eligible for new construction duty and therefore advanced-school training of such men is conducted to meet a particular need of a naval activity and not to fill requirements for new construction as in the case of most advanced-school graduates.

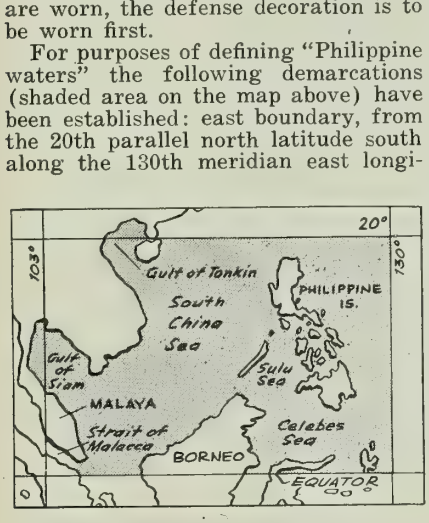
THE BULLETIN BOARD

Eligibility Rules Announced for Wearing Philippine Defense, Liberation Ribbons

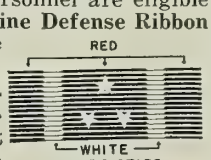
Eligibility rules and regulations which govern the wearing of the two ribbons recently issued by the Government of the Commonwealth of the Philippines to commemorate the defense and liberation of the islands have been announced by Alnav 64-45 (NDB, 15 April, 45-349).

The ribbons, which may be worn by members of the Army, Navy, Marine Corps and Coast Guard who are eligible under the following rules, take precedence after the area campaign ribbons. When both Philippine ribbons are worn, the defense decoration is to be worn first.

For purposes of defining "Philippine waters" the following demarcations (shaded area on the map above) have been established: east boundary, from the 20th parallel north latitude south along the 130th meridian east longitude to the equator; west boundary, from the east coast of Asia and crossing the Strait of Malacca on the 103rd meridian east longitude; north boundary, from the 20th parallel north latitude plus the Gulf of Tonking; south boundary, the equator.



The following personnel are eligible to wear the **Philippine Defense Ribbon** pictured at the right:



- Those who participated in any engagement against the enemy on Philippine territory or in Philippine waters, or in the air over the Philippines or over Philippine waters during the period from 8 Dec. 1941 to 15 June 1942.
- Those who were assigned or stationed in Philippine territory or in Philippine waters for not less than 30 days during the period from 8 Dec. 1941 to 15 June 1942.

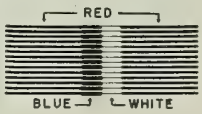
Personnel eligible under both of the above categories are authorized to wear a $\frac{3}{16}$" bronze star on the ribbon.

Eligibility based on participation in an engagment is defined by the directive as including any person who was: (1) a member of a defense garrison of the Bataan peninsula or of the fortified islands at the entrance of Manila Bay; (2) a member of and present with a unit actually under enemy fire or air attack, or who served in a ship which was actually under enemy fire or attack, or who was a crew member or passenger in an airplane which was under enemy aerial or ground fire.

All personnel who are now authorized to wear a bronze star on their Asiatic-Pacific area ribbon for the Philippine Islands operation from 8 Dec. 1941 to 6 May 1942 are considered eligible for the Philippine defense ribbon, on which they are authorized to wear a bronze star measuring $\frac{3}{16}$" in diameter.

Personnel who consider themselves eligible for the Philippine defense ribbon, but who have no statement of eligibilty for the Asiatic-Pacific ribbon in their service record or jacket on which to base their entitlement to wear the ribbon, may submit applications to the Chief of Naval Personnel stating the basis of their eligibility.

Personnel who come within the following rules are eligible to wear the new **Philippine Liberation Ribbon,** shown at the right:



- Those who participated in the initial landing operations on Leyte and adjoining islands from 17 Oct. to 20 Oct. 1944. An individual will be considered as having participated if he landed on Leyte or adjoining islands, was on a ship in Philippine waters, or was a crew member of an airplane which flew over Philippine territory during such period.
- Those who participated in any engagement against the enemy during the campaign, as defined above.
- Those who served in the Philippine islands or on ships in Philippine waters not less than 30 days during the period from 17 Oct. 1944 to a terminal date to be announced later. This is interpreted to include time in flight as well as time spent in the Philippines.

Service personnel eligible to wear the ribbon under any two of the above provisions are authorized to wear one bronze star on their ribbon; those qualifying under all three categories are authorized to wear two bronze stars.

COs are directed by the Alnav to make suitable entries in service records of eligible enlisted personnel and to authorize officers by letter to wear the Philippine liberation ribbon. A copy of this letter is to be sent to BuPers for inclusion in the officer's records.

It should be noted that the defense ribbon is worn with the single white woven star uppermost, and that the liberation ribbon is worn so that the blue stripe is at the right (inboard) of the white stripe. As neither of the ribbons is to be distributed by the armed forces, they must be purchased by those individuals who are eligible to wear them.

Undeliverable Parcels May Be Distributed To Servicemen Overseas

To save cargo space and to avoid congestion and extra work in fleet post offices in the U. S., the Navy has instituted new methods for disposing of undeliverable parcels addressed to men overseas.

Under the system, explained in a SecNav letter to all ships and stations (NDB, 15 April, 45-339), undeliverable articles are turned over to welfare officers for distribution to servicemen.

Undeliverable articles include those found loose in the mails, contents of ordinary (not insured or registered) parcels undeliverable not bearing return addresses and ordinary parcels bearing the sender's label, "Abandon If Undeliverable."

After receiving undeliverable articles, the welfare officers make additional attempts to effect delivery. Parcels declared undeliverable because of obliteration of addresses and which, upon opening by welfare officers, have duplicate addresses inside, are repacked and forwarded.

If all delivery attempts fail, articles then are disposed of in accordance with policies established by COs. When contents are of such personal or sentimental value that they are undesirable for distribution, such as pictures, they are destroyed by the welfare officer.

Undeliverable parcels with return addresses, not marked "Abandon If Undeliverable," are returned to senders. Insured and registered parcels will continue to be handled in accordance with postal laws and regulations.

Under former methods, undeliverable articles were returned to fleet post offices in the U. S. and if delivery could not be made, they were distributed to hospital patients in the U. S.

School Requirements Listed For Academy Candidates

To be eligible to take the examinations held on 2 July 1945 for admission to the Naval Academy Preparatory School, Bainbridge, Md., candidates must have completed these scholastic requirements, instead of those listed on p. 75 of the April 1945 INFORMATION BULLETIN: three years of high school or its equivalent, including one year of algebra and one year of geometry.

THE BULLETIN BOARD

Selection Boards to Meet; Time in Rank for Promotion By Alnav to be Lengthened

Selection boards are expected to convene within three months to consider the temporary promotion of aviation and line officers in the ranks of commander in the Naval Reserve and lieutenant commander and lieutenant in the regular Navy and Naval Reserve.

It is also expected that by 1 Aug. 1945, the continuous active service in rank required for promotion of ensigns and lieutenants (junior grade) by Alnav will be lengthened from the present requirement of 15 months to 17 months. This extension of time in rank is considered necessary due to the fact that the Navy can no longer absorb promotions at the rate in effect in the past.

Selection boards due to meet within the next three months will consider the following aviation and line officers:

- Commanders of the Naval Reserve with dates of rank on or before 1 Oct. 1942 who commenced active duty in that rank on or before 15 Dec. 1942.
- Lieutenant commanders of the regular Navy and Naval Reserve with dates of rank and active duty on or before 1 July 1943.
- Lieutenants of the regular Navy and Naval Reserve with dates of rank and active duty on or before 1 Dec. 1942.

Selection boards are being convened this month to consider the temporary promotion of commanders of the Supply Corps and Civil Engineering Corps of the regular Navy and Naval Reserve, with dates of rank from 1 Oct. 1942 who commenced active duty in that rank on or before 15 Dec. 1942.

Selection boards to consider the temporary promotion of commanders in other staff corps of the regular Navy and Naval Reserve and the temporary promotion of lientenant commanders and lieutenants of the regular Navy and Naval Reserve in all staff corps are expected to be convened in the relatively near future. Dates of rank and active duty dates to be covered by these latter selection boards have not been announced.

Reserve Line Officers Invited to Apply for Training at Academy

Naval Reserve line officers, other than aviators, who are interested in preparing for a postwar career in the regular Navy are invited to apply for advanced training in a general line course to be given at the Postgraduate School of U. S. Naval Academy. The course will include training in navigation, seamanship, communications, ordnance and naval administration and tactics. One-hundred and twenty-five officers will be selected for this training which convenes 7 Aug. 1945 for approximately 10 months' duration.

Those eligible are: lieutenant commanders, 35 years of age and under, with a minimum of 4 years' sea duty; lieutenants, 30 years of age and under, with a minimum of 2½ years' sea duty, and lieutenants (junior grade), 28 years of age and under, with a minimum of 2 years' sea duty. Sea duty is computed as of 1 July 1945.

Applications may be submitted via official channels to reach BuPers by 15 June 1945. Alnav 56-45 (NDB, 31 March, 45-283) which announced the training, specified that COs indicate by endorsement their opinion of the applicant's ability and personal qualifications for permanent commissioning in the regular Navy.

Naval Dependents Eligible For Transportation to U. S.

Transportation may be furnished dependents of naval personnel from overseas stations to continental U. S. ports (exclusive of Alaska) on government transports or on vessels owned or operated by the War Shipping Administration, according to BuPers Circ. Ltr. No. 72-45 (NDB, 31 March, 45-306). Dependents acquired overseas are included.

Personnel desiring such transportation for their dependents may apply by letter via their commanding officer to the senior naval officer or naval attache in the area in which the dependents are located. Letter should show name of wife, age and sex of children, address, and date travel is desired.

Dependents must comply with the regulations and requirements relative to leaving the country in which they are located. They also must comply with those of the U. S. Immigration and Naturalization Service, the Department of Justice and the Department of State, relative to entry into the U. S. Where head tax applies on non-citizen dependents, it must be paid by them prior to embarking.

Transportation may be furnished at the discretion of the local naval command, if facilities are available, regardless of whether or not orders have been issued for a change of station.

Galphibian (ATB, Galveston, Texas)

"Where's the crow's nest on your ship, Captain?"

Release of Retired Officers On Active Duty Is Speeded

The officer personnel situation throughout the Navy has improved to such an extent that by 1 July 1945 most of the retired officers on active duty, including warrant and commissioned warrant officers, may be considered as available for release to inactive duty, according to BuPers Circ. Ltr. No. 75-45 (NDB, 31 March, 45-309).

The current rate of release of retired officers begun in Dec. 1944 (see INFORMATION BULLETIN, Nov. 1944, p. 70) will be sharply increased until substantiallv all of the 3,534 retired officers will have been released to inactive duty prior to 1 Jan. 1946. This program will include the 436 retired enlisted men now serving as temporary officers, 1196 serving as commissioned warrant officers and warrant officers, and 171 retired officers of the Medical Corps.

Exceptions will be made in the cases of retired Medical Corps officers who continue fit for active duty and officers in key billets for which suitable reliefs will not be available.

BuPers will provide reliefs for officers detached from key billets where necessary. However, reliefs from outside sources will not be provided in all cases. Commandants and commanding officers will be expected to fleet up officers within their organizations to fill vacancies unless orders to retired officers from BuPers state "when relieved."

Personal Effects to Be Sent Prepaid to Supply Officers

Because of difficulties experienced in the delivery of express shipments which have not been correctly forwarded, the proper procedure is restated in a BuS&A circular letter of 24 March (NDB, 15 April, 45-392).

The letter points out that when personnel are moving from one station to another and wish to send their personal effects ahead by express, the shipments should be sent PREPAID (unless forwarded under Govt. B/L in accordance with Art. 1877-1(c) BuS&A Manual) and consigned directly to the supply officer of the station for ultimate delivery to the owner. They should not be sent collect, since supply officers are in no position to pay for such shipments. Shipments sent under a Government bill of lading should likewise be consigned directly to supply officer for delivery to owner.

As provided for by BuS&A Manual, Art. 1877-1(c), personnel making certain changes of duty station, including those going or returning from overseas, are allowed to ship 500 pounds by express, using S&A Form 34. The manual should be consulted for details before making shipments.

THE BULLETIN BOARD

Navy Gives Repatriates 90 Days Leave, Promotions and Other Considerations

Because repatriated naval personnel have in almost every case encountered and survived extreme hardships and harrowing experiences while in the hands of the enemy or while evading capture in enemy or enemy-held territory, they are to be extended special consideration by the Navy Department upon their return to allied military control.

Under the policy recently announced in a joint BuPers-BuMed letter to all ships and stations (NDB, 15 April, 45-394), repatriates are to be given high priority for transportation to the States, promotions, as much as 90 days rehabilitation leave, and other considerations which will help restore their health and usefulness.

Repatriates who have been out of U. S. control for 60 days or more are to be returned to the U. S., if they so desire, by the earliest available transportation, ahead of all other personnel except those being brought back to the States because of disability or the urgent needs of the naval service. The option of returning or retaining in the field those men and women who have been out of U. S. control less than 60 days is left to the decision of the responsible commander concerned.

While awaiting transportation, repatriates are to be processed as fully as possible, so that they may be put into a leave status as quickly as feasible upon reaching the United States. To facilitate the payment of repatriates, a mobile personnel and settlement unit has been established in the Pacific. This unit will settle the accounts both of those who intend to remain in the Pacific area, and those awaiting transportation home.

The settlement unit, composed of representatives from BuS&A, BuPers, and SECP, has been granted the authority to settle claims, including dependents' benefits, of dependents of naval personnel in those instances in which such dependents reside in liberated areas outside the continental limits of the U. S. However, personnel will not be processed by the unit when it would not be a convenience to them or in accordance with their personal desires.

Upon arriving home, and after a medical officer has certified that they are not in need of immediate hospitalization, repatriates may, after processing, be granted as much as 90 days rehabilitation leave. Upon completion of leave, they will be ordered to the naval hospital nearest their home or leave address for further medical checking to determine their physical fitness for duty.

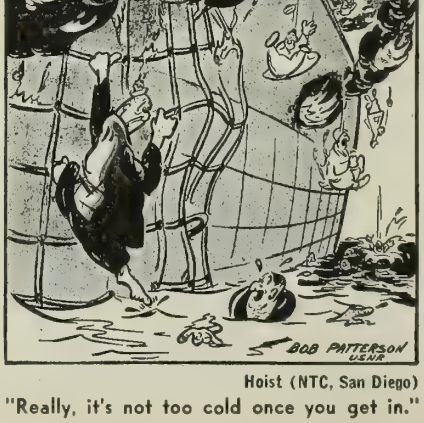
If on reaching the U. S. repatriates are found to require medical treatment which can be prescribed and self-administered, this will not be allowed to interfere with their being granted their rehabilitation leave, after completion of which they will return to a naval hospital for further observation and disposition.

Repatriates who require medical treatment or additional screening are to be admitted directly to a continental U. S. naval hospital in the vicinity of the port of debarkation, in accordance with BuPers Circ. Ltr. 296-44 (NDB, July-Dec., 44-1144) which provides that they may be transferred at Government expense to a hospital in their home locality.

Special consideration will be given to the personal wishes of those men and women repatriates who require prolonged hospitalization. For individuals who are to be returned to duty after completion of leave, full use will be made of the facilities for rehabilitation and further professional training. If the individual is to be separated from the service, he is to be extended the complete facilities of the rehabilitation and civil readjustment services.

Enlisted personnel who are physically qualified for limited duty only will be recommended for discharge from the service, *if they so desire.* Personnel who are physically qualified, but considered unsuited for further duty for other reasons, may be referred to a Board of Medical Survey for disposition.

Every consideration will be given in the reassignment of repatriates, after completion of leave, and every effort will be made to accommodate their desires as to type of duty and station. BuPers will determine the type of retraining which may be necessary to equip those who are to be retained in the service for further efficient duty.



Hoist (NTC, San Diego)
"Really, it's not too cold once you get in."

Prisoners of War Eligible For Promotion on Return To U. S. Jurisdiction

A joint Army-Navy policy on the promotion of returned prisoners of war and personnel who have escaped from enemy hands or evaded capture was recently approved by the Secretaries of War and Navy.

With some exceptions, given below, officers and enlisted personnel who presumably would have been advanced had they not been in enemy hands or evading capture will be considered for immediate promotion of one rank, grade or rating upon their return to the jurisdiction of their service and as soon as they are found to be individually qualified for promotion. Time in grade, position vacancy and billet requirements will be waived in such cases.

Although the directive specifies that officer personnel may be advanced only one grade at a time, provision is made for subsequent promotions in order to advance them when qualified to the position they presumably would have acquired. Time in grade, position vacancy and billet requirements are likewise waived in these cases. The directive, however, places no restriction on the subsequent advancement of enlisted personnel more than one rating at a time.

Placed in a special category are officers of the rank of Navy and Coast Guard captain (colonel in the Army and Marine Corps) and above, commissioned warrant or warrant officers, and enlisted personnel of the first pay grade.

As commissioned warrant officers (chief warrant officers in the Army) and enlisted personnel in the first pay grade do not receive, by virtue of the directive, an opportunity for advancement, it will be the policy of the services involved to give immediate consideration, upon their return to jurisdiction, to the appointment of such personnel to warrant or commissioned officer status, as the case may be.

Promotions above the rank of captain (colonel) are not provided for by the directive since such promotions require nomination by the President and confirmation by the Senate.

The promotional policy applies to personnel in any theater of war. No promotion made under its provisions is to have the effect of conferring increases in pay and allowances prior to date of return to U. S. jurisdiction.

THE BULLETIN BOARD

Ex-Prisoners May Continue Life Insurance Given Free By U. S. During Internment

Automatic insurance which was granted by the Government to former prisoners of war during their internment must be replaced by premium-paying insurance within six months after their release if they desire to continue the protection, according to BuPers Circ. Ltr. 79-45 (NDB, 31 March, 45-313).

Under the automatic insurance granted, beneficiaries are limited to a widow or widower (while unremarried), child or children or dependent mother and father of the insured in equal shares and in the order named. By applying for replacement as soon as possible after release, personnel concerned will have continuing protection without medical examination and also be able to designate beneficiaries, as permitted under the National Service Life Insurance Act.

Servicemen who were captured or who were besieged or isolated by enemy forces between 7 Dec. 1941 and 20 April 1942 for at least 30 consecutive days and extending beyond 19 April 1942, and who had less than $5,000 Government life insurance, were automatically issued sufficient insurance to bring the total up to $5,000.

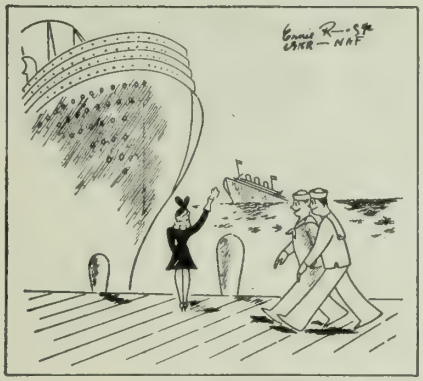
Former prisoners of war who wish to continue the insurance can arrange to replace it by applying to the Veterans Administration, giving the following information:

Full name, service number, rank and organization; date and place of birth, date of entry into active service, if known; date of capture, siege or isolation and date of release or relief; amount of insurance in force, if any, at the time of capture, siege or isolation (give N or K number of such insurance, if known); full name, address and relationship of beneficiaries, and the amount of insurance for each, and whether premiums will be paid by allotment or by direct remittance.

Extra Money Earned Must Be Reported on Tax Form

Extra compensation paid enlisted personnel for work performed in ship's services or stores, officer or CPO messes, enlisted men's clubs ashore, and ship or station welfare or recreational activities must be reported as income on the federal income tax returns, it has been recently held by the Commissioner of Internal Revenue.

As pointed out in SecNav ltr. of 3 April (NDB, 15 April, 45-337), such money, however, constitutes "wages for services performed as a member of the military or naval forces of the U. S.", and may be included as part of income covered by the $1,500 deduction from gross income allowed personnel in the armed forces.



Stork (NAF, Port Columbus, Ohio)

They say she has a sweetheart in every porthole!"

No Discharge Reason Put On Notice of Separation

As the primary purpose for providing dischargees with a notice of separation (NavPers 553) from the naval service is to aid them in obtaining civilian employment, no mention of the *reason* for their discharge, such as medical survey, convenience of the Government, unsuitability, etc., is made on the form. Likewise, as provided for in BuPers Circ. Ltr. 74-45 (NDB, 31 March, 45-308), no *remarks* concerning the discharge, such as not adaptable to military life or unstable behavior, etc., are entered on the form, regardless of the character of discharge. This policy, which was established earlier, has been called to the attention of COs because some forms have been erroneously issued containing the reason for discharge. Personnel who have obtained such certificates may receive corrected copies by writing BuPers and forwarding incorrect certificate.

Information on State Income Taxes Published

Information on the liability of military and naval personnel to file and pay state income taxes has been issued by the Office of the Judge Advocate General in a letter to all ships and stations dated 30 March (NDB, 31 March, 45-290). The letter includes a state-by-state tabulation of who must file returns, due dates for returns and payments, and special provisions affecting service personnel.

Answers to Quiz on Page 68

1. (b).
2. (a).
3. (a).
4. (a): it's the Navy's version of the Army Liberator.
5. (a).
6. (b).
7. (b).
8. (c).
9. (c).
10. (b), (c) and (d).
11. (c).
12. (b).
13. (a).
14. (c).
15. Any or all of them.

Pay of Retired Men on Active Duty Counts as Active-Duty Pay in Figuring Income Tax

Because of numerous inquiries from retired personnel now on active duty about the taxable status of their Navy pay, the following clarification has been issued by the Professional Assistant's office of BuS&A:

"Under the provisions of section 113 of the Revenue Act of 1942, amending section 22(b)(5) of the Internal Revenue Code, the retired pay of members of the armed forces who were retired for a physical disability incurred while on active duty, was excluded from gross income for Federal income tax purposes. Shortly after the enactment of the Revenue Act of 1942, the question arose as to whether or not any part of the active duty pay of an officer on the retired list for physical disability, could be excluded from gross income under the above cited provision of law. The matter was taken up informally with the Bureau of Internal Revenue officials and they concluded that while an officer or enlisted man was on active duty he was receiving active duty pay and not retired pay. Accordingly, no part of such active duty pay was excluded from gross income under the provisions of section 22(b)(5) of the Internal Revenue Code, as amended by section 113 of the Revenue Act of 1942.

"In view of the persistency of recent inquiries on the subject, at the request of the Chief of the Bureau of Supplies and Accounts, the Commissioner of Internal Revenue has now formally ruled that in the case of an officer in the U. S. Navy who has been retired from active service under the provisions of section 1453, Revised Statutes (reenacted as section 417, Title 34, USCA) as the result of personal injuries or sickness resulting from active service in the U. S. Navy, the retirement pay and allowances fall within the provisions of section 22(b)(5) of the Internal Revenue Code subsequent to its amendment by section 113 of the Revenue Act of 1942, and are not subject to Federal income taxes for taxable years beginning after 31 December 1941. However, under the provisions of section 115, Title 37, USCA, where such officer is recalled to active duty, he is entitled to full pay and allowances of the grade or rank in which he is serving on such active duty, and no portion of the pay received while on active duty falls within the exclusion from gross income provided by section 22(b)(5) of the Internal Revenue Code, as amended. In other words, the amount which he was entitled to receive during such retirement is merged in his active duty pay and loses its exempt value."

THE BULLETIN BOARD

Training Program Is Reestablished For Aviation Observers (Navigation)

To provide more non-pilot navigators for the multi-engine plane program of the Navy, training for naval aviation observers (navigation) has been reestablished on an expanded basis, according to BuPers Circ. Ltr. 85-45 (NDB, 31 March, 45-317).

Training will consist of a 12-week basic course of ground and flight instruction at the Naval Air Navigation School, Clinton, Okla. For students who have not previously received the navigation training given to student aviators, an additional six-week preparatory course will be conducted.

Eligible for consideration are:

(1) All officers training in grade as student naval aviators, aviation cadets, and other enlisted personnel who may become separated from the standard flight training program at the primary or intermediate stage because of flight failure. They must voluntarily apply for this training and be recommended by their COs, based on the specific recommendation of the aviation training department advisory board that they have the necessary aptitude for navigational training and duties.

(2) Naval aviators and naval aviation pilots who fail to meet required flight standards and who are recommended in accordance with the procedures outlined in BuPers Circ. Letr. 62-44 (NDB, Jan.-June 1944, 44-299).

(3) Officers, former aviation cadets and other enlisted personnel who have in the past been separated from the standard flight training program in the primary, intermediate or operational stage because of flight failure. They must be less than 27 years of age on date application is submitted, be high-school graduates (or have been attending or accepted for admission to an accredited college or university), be physically qualified and temperamentally adapted for duty involving flying in accordance with the prescribed standards for pilot training and must apply and be recommended on the same basis as group 1 above.

(4) All other commissioned officers of the Navy and Naval Reserve who qualify under the age, physical and recommendation requirements for group 3 above.

Applications should be submitted to BuPers, attention Pers-3631, via COs, accompanied by a flight physical on NMS Aviation Form 1, in duplicate.

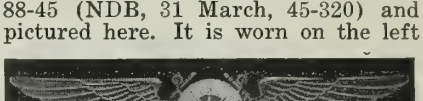
Aviation cadets and other enlisted personnel of the Naval Reserve will train in their present rate and classification and upon successful completion will be commissioned as ensigns A(L), USNR. Naval reserve officers selected will train in grade and their classification will be changed to A(L) upon successful completion. Naval aviators will be reclassified to A(L) prior to assignment to training. Regular Navy enlisted personnel will be trained in grade and upon completion may apply for appointment as ensign A(L), USNR, or be recommended for temporary appointment as ensign, USN.

Accepted applicants will be assigned to training at the earliest practicable date by BuPers in accordance with established quotas.

Officers who do not complete training will be screened and recommended for other types of duty. Aviation cadets and enlisted personnel who do not complete the course successfully will be reclassified and assigned to appropriate duty in enlisted status.

Insignia Authorized

All naval aviation observers (navigation) may wear the new breast insignia authorized by BuPers Circ. Ltr. 88-45 (NDB, 31 March, 45-320) and pictured here. It is worn on the left



breast. If campaign ribbons or ribbons of decorations and medals are worn, the pin is placed immediately above them. Naval aviators and naval aviation observers may not wear the insignia.

Designation of NAOs (Navigation)

Also announced recently, in BuPers Circ. Ltr. 64-45 (NDB, 15 March, 45-259) was a list of 612 general-service officers, including six special-service, aviation-nonflying Wave officers, who have been designated naval aviation observers (navigation).

The letter also specified that commissioned and warrant officers of the regular Navy and Naval Reserve who come within the following categories are eligible for consideration as naval aviation observers (navigation):

(1) Officers who, prior to 15 March 1945, graduated from the Naval Air Navigation School at NAS, Shawnee, Okla., or at Hollywood, Fla., Pan American Navigation School, Coral Gables, Fla., or American Export Airlines Navigation School, LaGuardia Field, N. Y.

(2) Officers who, prior to 15 March 1945, have been under orders to duty involving flying as technical observers while serving as non-pilot navigators or navigation instructors and have successfully completed a course in aerial navigation at CV Navigation School, NAS, Deland, Fla.; Long Ridge Navigation School, NAS, Banana River, Fla., or Advanced Naval Air Navigation Schools at NAS, N. Y., N. Y.; NATS 8, NAS, Patuxent River, Md., or NATS 6, NAF, Dinner Key, Fla.

(3) Officers who, subsequent to 15 March 1945, graduate from one of the following schools (or such other schools as may hereafter be designated by the Chief of Naval Personnel): Naval Air Navigation School at NAS, Shawnee, Okla., or NAS, Clinton, Okla.; Advanced Naval Air Navigation School, NATS 6, NAF, Dinner Key, Fla.

Officers who have been under duty involving flying as technical observers while serving as non-pilot navigators or navigation instructors and who are *not* graduates of one of the navigation schools may request orders via channels from BuPers for training to qualify them for the designation as naval aviation observer (navigation).

Bomb or Mine Disposal Men To Be Designated BD or MD

To make possible the ready identification of enlisted personnel specially qualified in bomb or mine disposal, two new designators have been established by BuPers Circ. Ltr. 81-45 (NDB, 31 March, 45-314). Men who have successfully completed the Bomb Disposal School, Washington, D. C., will be designated by (BD) being added to their rating, while graduates of the Mine Disposal School, Washington, D. C., will be identified by (MD).

Designation Established For Expert Lookouts

Enlisted men who are assigned to a topside general quarters or condition watch station and who qualify may now be designated expert lookouts.

The new designation is not a rating and does not entitle a man to extra pay, but he may wear a special distinguishing mark and the fact is entered in his service record. A description of the distinguishing mark will be published as soon as a design is completed and adopted.

Qualifications are in BuPers Circ. Ltr. 91-45 (NDB, 15 April, 45-366).

NAVY NURSES who have been designated naval flight nurses will wear this two-inch, gold-plated pin above the left pocket of working and dress uniforms. If campaign ribbons or ribbons of medals and decorations are worn, the pin is placed immediately above them. The new insignia was announced in BuPers Circ. Ltr. 86-45 (NDB, 31 March, 45-318). Nurses may submit applications for flight nurse duty to BuMed via chief nurse of activity at which they are stationed.

THE BULLETIN BOARD

Rules Issued on Purchase, Refund and Exchange of Reduced Fare Tickets

The following is a summary of pertinent information concerning reduced railroad fares for service personnel traveling on leave and instructions governing the redemption of unused tickets, as issued recently to all ships and stations in BuPers Circ. Ltr. 78-45 (NDB, 31 March 1945, 45-312):

ROUND-TRIP REDUCED FARES. All railroads in the U. S. grant round-trip reduced fares, coach class, at 1¼ cents per mile. The principal bus lines of the U. S. also grant round-trip reduced rates. Such tickets may be purchased by armed forces personnel in uniform who are on leave, pass or furlough from any point to any point in the U. S. and return to the original point.

ONE-WAY REDUCED FARES. The Santa Fe, Southern Pacific, Union Pacific and Western Pacific railroads grant one-way special coach-class reduced fares at 1¼ cents per mile to all service personnel on leave, pass or furlough from points on the railroads' lines in California, Oregon and Washington to any point in the U. S. via authorized ticketing routes. One-way reduced fare tickets are good for only 15 days after the purchase date.

OPEN-GAP REDUCED FARES. One-way open-gap tickets may be purchased on any railroad at 1¼ cents per mile by service personnel in uniform traveling at their own expense on leave, pass or furlough. These tickets are for use only in connection with these port cities:

Annapolis, Md.	Norfolk, Va.
Astoria, Oreg.	Noroton, Conn.
Baltimore, Md.	Oceanside, Calif.
Bath, Me.	Old Point Comfort, Va.
Boston, Mass.	Pensacola, Fla.
Bremerton, Wash.	Philadelphia, Pa.
Brooklyn, N. Y.	Port Arthur, Tex.
Charleston, S. C.	Portland, Me.
Corpus Christi, Tex.	Portland, Oreg.
Galveston, Tex.	Portsmouth, Va.
Jacksonville, Fla.	Port Royal, S. C.
Key West, Fla.	Providence, R. I.
Long Beach, Calif.	San Diego, Calif.
Mare Island, Calif.	San Francisco, Calif.
Miami, Fla.	San Pedro, Calif.
Mobile, Ala.	Savannah, Ga.
New London, Conn.	Seattle, Wash.
New Orleans, La.	Tacoma, Wash.
Newport, R. I.	Washington, D. C.
Newport News, Va.	Wilmington, N. C.
New York, N. Y.	

For instance, a man reporting in at Norfolk who receives orders to report to San Francisco could purchase a one-way open-gap ticket from Norfolk to Denver, where he plans to spend his leave. To do this he would have to present his leave papers indicating that he had arrived from outside the continental limits of the U. S., or that his leave papers were issued on a commissioned ship of the U. S. Government. The ticket agent would give him a receipt for the transportation purchased from Norfolk to Denver. Upon completion of his leave in Denver, he could then present the receipt, together with his leave papers, and purchase a one-way open-gap ticket to San Francisco, thereby getting the reduced fare for his entire trip.

EXCHANGE OF ROUND-TRIP TICKETS. Round-trip coach-class furlough tickets will be exchanged upon application to ticket agents so as to provide travel via a different route than called for by the ticket whenever satisfactory evidence is presented showing that: (1) the furloughee is required, due to delayed trains or no space being available, to take another route either to reach his destination or return to the starting point without undue delay; (2) the furloughee must take another route in order to reach his camp, post or station within the time limit of his furlough papers or, (3) because of some other unusual cause, which in the judgment of the carriers would result in undue hardship to the furloughee.

Such tickets may be exchanged without additional cost when the cost of the new ticket is less than or the same price as the ticket being exchanged. If the one-way price for the new ticket is higher, additional charges must be collected. Where the price is less, the agent will supply the traveler with a blank form for presenting a claim to the railroad.

In cases where personnel on leave from ships have purchased round-trip furlough tickets, and while on leave receive orders to return to the ship at a different port, the unused portion of the original ticket may be turned in to the local ticket agent and the value of it applied to the purchase of a new furlough ticket to the port to which the man is directed to report.

REFUND RULES. Totally unused tickets may be redeemed by the original purchaser at the price paid. Unused return portions of furlough tickets are redeemed by the railroad on the basis of charging one-half of the round-trip furlough coach-class fare between the points where the ticket has been used. Application for refunds may be made under the same conditions as stated above for the exchange of tickets, and may be submitted to the office of the passenger agent printed on the face of the ticket.

Hotel Reservation Bureau Established in Boston

A Navy hotel reservation bureau to assist personnel to obtain hotel accommodations has been established in Boston for personnel traveling on orders, those returning from overseas or combat areas and those on leave. This bureau, located at 150 Causeway Street, Boston 14, Mass.; telephone, Capitol 6620, Ext. 381, is in addition to those in Chicago, New York City, San Francisco, Washington, D. C., and Philadelphia, details of which may be found on p. 77, Feb. 1945, INFORMATION BULLETIN.

Trip Must Not Be Delayed For Lack of Pullman Space

Naval personnel traveling on Government transportation requests must follow the schedule outlined by their transportation officer even though the specific accommodations called for are not available, according to BuPers Circ. Ltr. 94-45 (NDB, 15 April, 45-369).

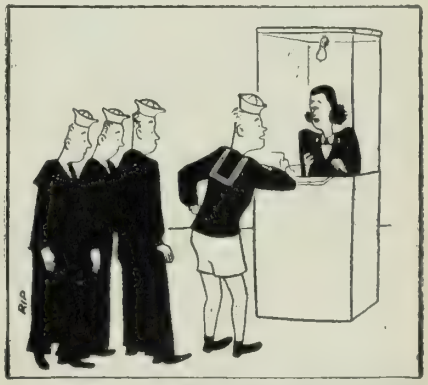
If Pullman space cannot be obtained, personnel should not detrain to await it, but should continue their journey by coach. Failure to obtain Pullman accommodations, or delay in obtaining them, is not acceptable as a reason for reporting late in obedience to orders.

Veterans Urged to Check With USES Office Before Going After Distant Jobs

To save veterans from traveling great distances to find work only to learn that no suitable jobs are available in the locality, War Manpower Commission urges them to check with their local United States Employment Service office and take advantage of the inter-regional facilities USES can offer.

Reports reaching the Veterans Employment Service of USES have shown that veterans attracted by "help wanted" ads in other localities have discovered that the work is not permanent or is only for a few days a week. In a number of cases no housing has been available and veterans have been forced to leave their families behind.

USES offices have labor market information on many areas—the kinds of industries there, employment prospects, changes in employment anticipated, and what the community has to offer in the way of housing, schools, recreation, etc. When a community is overcrowded and work prospects are poor, the USES office can suggest alternative places to which veterans may go and be certain of maximum employment opportunities.



Tadcen Topics (NT&DC, San Diego)

"How stupid of me . . . must have left my money in my pants."

THE BULLETIN BOARD

Authority for Final Action On Rating-Change Requests Given to Field Commands

Final action on requests for changes in rating may now be taken by area, force, type and sea frontier commanders, commandants of naval districts and river commands and chiefs of naval air training commands without reference to BuPers, under a directive issued last month (BuPers Circ. Ltr. 108-45: NDB, 15 April, 45-381).

The directive placed two main limitations on the authority:

(1). Requests for changes *from* the following cannot be approved: Steward's branch and Hospital Corps ratings; aviation radio technicians and radio technicians who are graduates of an advanced radio material school; aviation radio technicians and radio technicians who are not advanced school graduates but who are qualified to perform the duties of their ratings; radiomen; and service school graduates in ratings for which trained.

(2). Requests for changes *to* these ratings cannot be approved: Aviation radio technician and radio technician unless sufficient evidence is furnished to indicate that men are fully qualified to perform the highly technical duties required; boatswain's mate A; men to telegrapher (unless they are classified SA); photographer's mate, unless fully qualified in all required duties including aerial photography; musicians; Hospital Corps; specialist ratings; general service personnel to CB and ship-repair ratings; CB personnel to general service ratings; and V-10 personnel to ratings not previously authorized.

Authority to change personnel in CB ratings to other CB ratings was delegated to Commander Service Force Pacific; CO, NCTC, Camp Endicott, Davisville, R. I., and CEOinC, CBRD, Camp Parks, Calif., only.

In general, changes in rating should be restricted to one of the following categories:

- Men qualified for other rating of equal pay grade but definitely not qualified for present rating.
- Men below required standard for present rating and better qualified for other rating. (Decisions in such cases must be based on the relative needs for the rating involved in the Navy as a whole as indicated by BuPers monthly excess and shortage report.)

Typical of requests that should not be approved are those based only on personal desires of the individual, such as greater opportunity for advancement if the change is approved.

COs are not authorized to advance in excess of complement except to those ratings listed in BuPers Circ. Ltr. 297-44, Encl. C:NDB, July-Dec., 44-1145 (INFORMATION BULLETIN, Nov. 1944, p. 25). Administrative commands are not authorized to approve requests for advancements in excess of complement except as provided by paragraph 7 of that circular letter.

Hoist (NTC, San Diego)

"Well, what's your excuse for being AOL?"

Because of the necessity for controlling the number of personnel in various rating groups and the proper proportion of petty officers in each pay grade, it is not practicable for BuPers to approve requests for advancement in excess of complement not provided for in BuPers Circ. Ltr. 297-44.

V-12 Program Continued; Eligibility Rules Announced For November Quota

Eligibility rules for selection of enlisted personnel for the V-12 college training program beginning 1 Nov. 1945 were announced last month by BuPers. The directive (BuPers Circ. Ltr. 90-45: NDB, 15 April, 45-374) did not state the number of men to be included; 2,000 men, however, were selected for 1 July.

Also announced was the decision to postpone establishment of additional NROTC units, to which all V-12 students ultimately will be transferred. This will not change the time at which students will begin courses in naval science and tactics but it will postpone for some of them the time at which they are formally enrolled in the NROTC.

On or about 1 July, eligible V-12 students enrolled in the 27 existing NROTC units will be transferred to the NROTC. At the same time, certain V-12 units which do not have NROTC components will be authorized to offer naval science and tactics courses.

Rules governing selection for assignment to V-12 training on 1 Nov. 1945:

- Applicants must be male U. S. citizens on active duty; must be unmarried and agree to remain so unless separated from the program; must be less than 23 years old on 1 Nov. 1945, and must agree to change in rating to apprentice seaman.
- Must be high school graduates or have been granted a war diploma from an accredited high school, or have been in attendance at or accepted for admission by an accredited college or university. High school or college transcript must show successful completion of courses in elementary algebra and plane geometry; additional courses in mathematics and physics are desirable.
- Must have passed the O'Rourke GCT (given before 15 June 1943) with a score of 88 or above; or the new GCT, Forms 1, 2, 3 or 1s (given after 15 June 1943) with a score of 60 or above. (In the case of an applicant for whom no GCT score is available it is recommended that an appropriate written and/or oral test be given to determine whether he is properly qualified to pursue successfully a college curriculum generally considered to be more exacting and more difficult than a normal course at a liberal arts college.)
- Must be physically qualified for commissioned rank. Requirements are:

Height—minimum 5 ft., 5½ inches; maximum 6 ft., 4 inches.

Vision—18/20 each eye, correctible to 20/20; color perception normal.

Weight—In proportion to age, height and body development.

Teeth—20 vital, serviceable, permanent teeth.

Other physical requirements are prescribed in Chap. II, Sec. I, Art. 1402, Manual of the Medical Department, U. S. Navy. *No waivers can be granted.*

Enlisted men who have completed successfully more than five terms or semesters of college cannot be recommended; men who have successfully completed two or more years of college work are at present eligible for the Reserve Midshipman Program, Class V-7.

Men who have been separated previously from any officer candidate program in either the Army, Navy, Marine Corps or Coast Guard for reasons other than flight failure only must have completed six months of sea duty before applying for consideration for assignment or reassignment to the V-12 program.

Applicants will be permitted to express a preference for the type of duty (Deck, Engineering and Supply Corps only) toward which they wish their training to point. Any student who falls below required officer standards educationally, physically, in conduct or aptitude, will be returned to general duty as an enlisted man and will have his rating changed to that previously held if he is qualified.

Discharged Servicemen Get Extra Shoe Stamps

Returning servicemen will not only have their feet on the ground, but will have shoes on them, under a new ruling recently issued by OPA.

Shoe ration books issued to discharged servicemen hereafter will have two valid shoe stamps instead of the single stamp ordinarily allowed.

THE BULLETIN BOARD

VOTING INFORMATION

Ohio and Virginia are the latest states to have enacted legislation designed to facilitate voting by servicemen in municipal and state elections to be held in 1945. In addition, Oregon will give its servicemen the opportunity of expressing their wishes on two tax measures by absentee ballot in a special statewide referendum.

Distribution of Navy Department Voting Poster–1945 and the revised Navy Voting Manual–1945 has now been completed to all naval establishments ashore and afloat. Servicemen interested in voting should consult their voting officers for latest information regarding elections to be held in states permitting absentee voting by servicemen. The latest available official information on elections at which servicemen will be permitted to vote by state absentee ballot is as follows:

ILLINOIS

A *general* election for judicial officers will be held throughout Illinois on 4 June 1945. Officers to be elected are: a Justice of the Illinois Supreme Court from the Fifth Supreme Court District comprising the counties of Bureau, Grundy, Henry, Knox, LaSalle, Marshall, Peoria, Putnam, Stark and Woodford; a Justice of the Superior Court of Cook County; and Circuit Court Judges in all Circuit Court Districts throughout the state. Eligible servicemen, members of the merchant marine and certain attached civilians may vote in the above election. Postcard applications for ballots will be accepted from servicemen and will probably be accepted from members of the merchant marine and from certain attached civilians. Applications for ballots will be accepted thirty days in advance of the election, and executed ballots must reach election officials not later than 4 June 1945, to be counted.

MICHIGAN

A municipal *primary* election will be held in the City of Detroit on 7 August 1945. Candidates to be chosen at this election will be: Mayor, City Clerk, City Treasurer, Councilmen, and Constables. Eligible servicemen, members of the merchant marine, and certain attached civilians may vote in this primary election. Postcard applications for ballots (USWBC Form No. 1) will be accepted from such persons beginning 14 May 1945. Ballots will be mailed by local election officials about 29 May 1945. In order to be counted, executed ballots must be received by local election officials on 7 August 1945. Inasmuch as the primary election is a non-partisan election, it will not be necessary for servicemen to fill in Item 6 (choice of party) on USWBC Form No. 1.

NEW JERSEY

State and municipal elections will be held at the following times and places:

STATE: *Primary* elections will be held on 12 June. State officers, including members of the General Assembly in all counties, State Senators in certain counties and county officers will be selected.

MUNICIPAL: Local officers will be elected on 8 May in:

Asbury Park	Lyndhurst Township (Bergen County)
Audubon Park	Medford Lakes (Borough)
Bordentown	Millville
Cape May City	Monmouth Beach (Borough)
Clark Township, (Union County)	Newark
Collingswood (Borough)	Sea Isle City
East Millstone	Vineland (Borough)
Hackensack	West Cape May (Borough)
Haddonfield (Borough)	Wildwood Crest (Borough)
Jersey City	
Keansburg (Borough)	

IN APPLYING FOR A PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (Item No. 6 on postcard).

OHIO

A *primary* election will be held in most cities throughout the State on 31 July 1945. (Certain charter cities will hold elections at other dates to be announced later.) Candidates to be chosen at this election will be municipal officers for cities and villages.

Eligible servicemen, members of the merchant marine and certain attached civilians may vote in this primary election. Postcard applications for ballots will be accepted from servicemen and from members of the merchant marine and certain attached civilians. Relatives may also apply for ballots to be mailed to servicemen. Applications for ballots will be accepted at any time and will be mailed to servicemen about 1 June 1945. Executed ballots must be received by local election officials on 31 July 1945, to be counted. Ballots may be marked with pen, pencil or any other writing instrument. IN APPLYING FOR A PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (Item No. 6 on the postcard).

OREGON

A *special statewide referendum* will be held throughout the State of Oregon on 22 June 1945, on two tax measures. The two measures to be voted upon are as follows:

(1) Authorization for a five-mill property tax for the next two years to be used for the construction of buildings for state institutions of higher learning, and state institutional buildings and the authorization of the use of surplus income tax revenue to offset this property tax.

(2) Authorization to levy a two cents per package tax on cigarets. The money received from this tax is to be used for elementary schools.

Eligible servicemen, members of the merchant marine and certain attached civilians will be permitted to vote on the two tax measures by absentee ballot under a specially adopted state procedure. The postcard application (USWBC Form No. 1) will be accepted by state officials as an application for a ballot and may be mailed at any time. Ballots on the tax measures will be mailed to prospective voters on 28 April 1945, and the executed ballot must be received by *16 June* in order to be counted. Prospective voters should indicate on postcard application their desire for a ballot in the *special* election.

PENNSYLVANIA

A *primary* election will be held throughout the State on 19 June 1945. Candidates to be chosen at this election will be: Two Judges of the State Superior Court, and municipal and county officials throughout the state.

Eligible servicemen, members of the merchant marine, and certain attached civilians may vote in this primary election. Ballots will not be mailed automatically or on application of a friend or relative, as in the general election of 7 November 1944, but voters must make individual application for a ballot. Postcard applications for ballots will be accepted from servicemen and from members of the merchant marine and from certain attached civilians. Applications may be mailed at any time. Executed ballots must be received by the County Board of Elections not later than 26 June 1945, in order to be counted. IN APPLYING FOR A PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (Item No. 6 on postcard).

VIRGINIA

A Democratic *primary* election will be held throughout the State on 7 August 1945. Candidates to be chosen at this primary will be: Governor, Lt. Governor, Attorney General, Members of the House of Delegates, and certain local officers.

Eligible servicemen may vote in this Democratic primary election. Merchant marine and attached civilians serving with the armed forces will not be permitted to vote under the special absentee voting procedure recently enacted by Virginia. Postcard applications for ballots (USWBC Form No. 1) will be accepted from servicemen and will be received at any time. Relatives may also apply for ballots to be mailed to servicemen. Ballots, however, will not be mailed until 21 May 1945. Executed ballots must be received by election officials by 4 August in order to be counted. IN APPLYING FOR ANY PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (Item No. 6 on postcard).

Quarterly Statement Shows Big Increase in Loans to Ship's Service Activities

The quarterly statement of the Ship's Service Contingent Fund shows a large increase in the amount of loans to new Ship's Service activities, chiefly afloat. Loans made during the quarter of $455,465.00 (almost equal to the receipts during the period) were over $66,000 above those extended during the previous nine months.

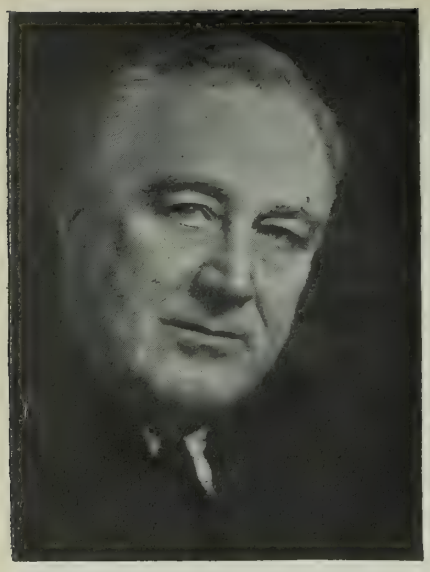
The report follows:

RECEIPTS and DISBURSEMENTS
Quarter Ended 31 March 1945

Receipts of Cash and Securities	
Cash and Investments in U. S. Securities (31 December 1944)	$1,418,601.30
Assessments and Residual Funds Received	491,195.44
Repayments on Loans Advanced	95,539.04
Interest Received on Investments	73.60
Total on Hand and Received	$2,005,409.38
Disbursements	
Loans Extended	$455,465.00
Bank Exchange Charges	20.93
Expense in connection with Ship's Service Representative, Army Exchange Service, New York	904.31
Payments to Creditors of Liquidated Ship's Service Departments	4,563.72
Total Disbursements during Quarter	$460,953.96
Cash and Investments in U. S. Securities on Hand 31 March 1945	$1,544,455.42

BALANCE SHEET 31 MARCH 1945

Assets		
Cash and Investments in U. S. Securities		$1,544,455.42
Loans Outstanding	$685,216.84	
Less Loan Remitted (Casualty of War)	800.00	
Net Loans Outstanding		684,416.84
Total Assets		$2,228,872.26
Liabilities		
Surplus (Reserve for the Purposes of the Fund)		$2,228,872.26



THIS MONTH'S COVERS

• FRONT COVER (and above): Previously unpublished camera portrait of Franklin D. Roosevelt made by Lt. Maurice Constant, USNR, in 1939.

• INSIDE FRONT COVER: Marine salutes as flag-draped coffin of the late President, escorted by honor guard of Army, Navy, Marine Corps and Coast Guard, passes along a hushed Washington street toward the Capitol (Official U. S. Navy photograph).

• OPPOSITE PAGE: A Seabee has a once-in-a-lifetime experience, standing on a third of a million dollars in small change in the hold of a ship. The money went along with other supplies to Yanks in the Pacific (Official U. S. Coast Guard photograph).

DISTRIBUTION OF THE INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as 43-1362 in the cumulative edition of Navy Department Bulletin) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the BuPers INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the INFORMATION BULLETIN has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required: requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly.

Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of four copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

FOR PERSONAL COPIES, SEE PAGE 1.

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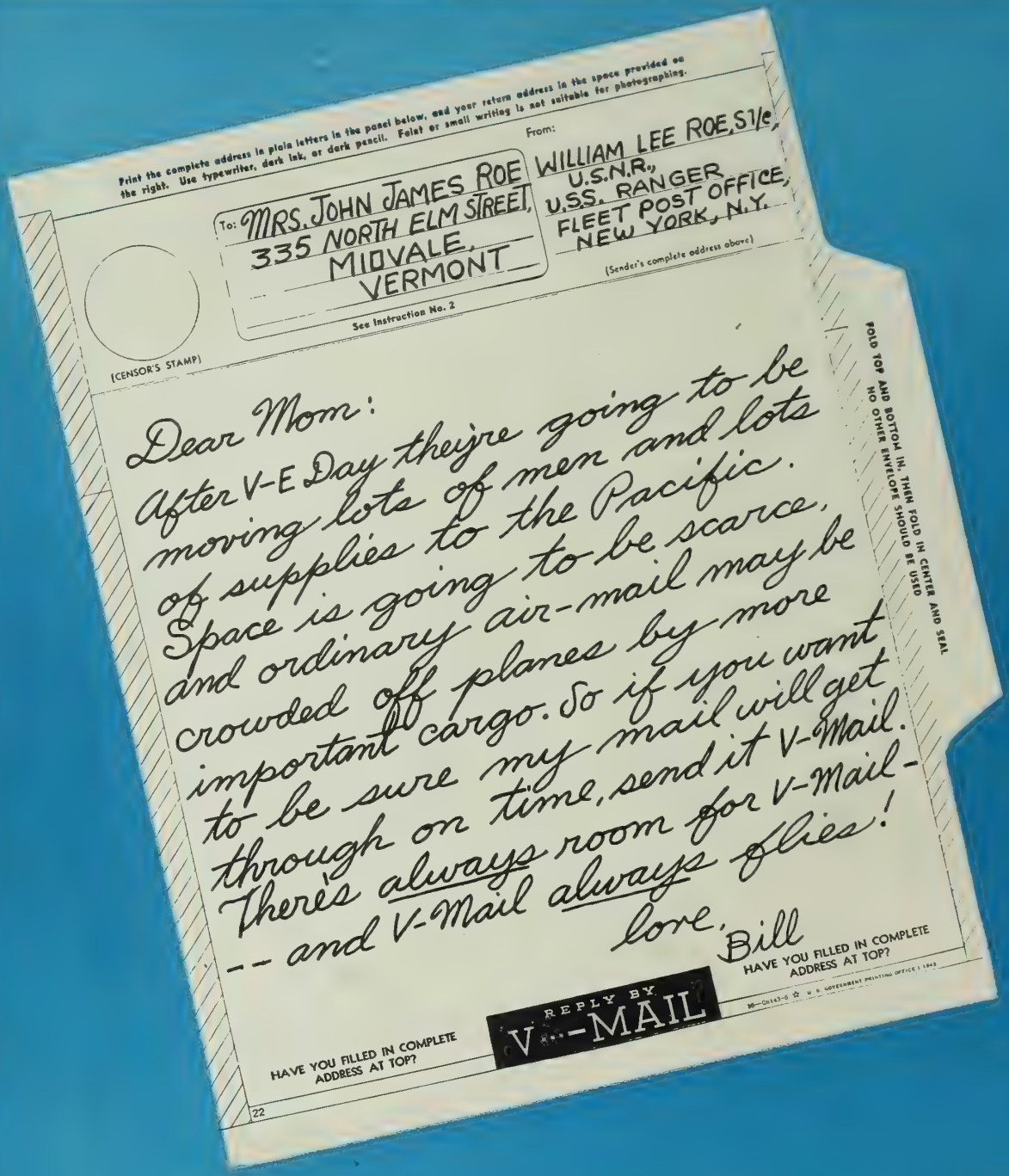
THE INFORMATION BULLETIN IS FOR

ALL HANDS

. . . PASS THIS ONE ALONG AFTER YOU HAVE READ IT

DREAM BOAT



Print the complete address in plain letters in the panel below, and your return address in the space provided on the right. Use typewriter, dark ink, or dark pencil. Faint or small writing is not suitable for photographing.

To: MRS. JOHN JAMES ROE
335 NORTH ELM STREET,
MIDVALE,
VERMONT

See Instruction No. 2

From:
WILLIAM LEE ROE, S1/c,
U.S.N.R.,
U.S.S. RANGER
FLEET POST OFFICE,
NEW YORK, N.Y.

(Sender's complete address above)

(CENSOR'S STAMP)

FOLD TOP AND BOTTOM IN, THEN FOLD IN CENTER AND SEAL
NO OTHER ENVELOPE SHOULD BE USED

Dear Mom:
After V-E Day they're going to be moving lots of men and lots of supplies to the Pacific. Space is going to be scarce, and ordinary air-mail may be crowded off planes by more important cargo. So if you want to be sure my mail will get through on time, send it V-Mail. There's always room for V-Mail -- and V-Mail always flies!

love,
Bill

HAVE YOU FILLED IN COMPLETE ADDRESS AT TOP?

REPLY BY V-MAIL

HAVE YOU FILLED IN COMPLETE ADDRESS AT TOP?

22

M—Ch143-6 ☆ U. S. GOVERNMENT PRINTING OFFICE: 1945

This is the best V-Mail letter you could send right now!

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

JUNE 1945

This magazine is intended for 10 readers. All should see it as soon as possible. PASS THIS COPY ALONG

VICTORY IN EUROPE

PRIZE OF WAR

ROCKETS FOR BORNEO

References made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, the Bureau of Naval Personnel Information Bulletin.

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JUNE 1945 NAVPERS-O NUMBER 339

VICE ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel
REAR ADMIRAL WILLIAM M. FECHTELER, USN
The Assistant Chief of Naval Personnel

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PASS THIS COPY ALONG

IT IS FOR 10 READERS

VICTORY IN EUROPE SPEEDS WAR ON JAPS

IF in the middle of a fight, you and your friends had knocked out half the other gang, would you turn to your friends and say:

"Half of you fellows go on home, the rest of us will handle these guys all right. . ."?

Of course you wouldn't. All of you could handle the rest of the other crowd twice as fast and twice as easily.

And if you were Notre Dame's football coach, would you say to the second and third teams:

"You fellows stay on the campus this Saturday. I'm just going to use 11 men against this club. It's a pushover. . ."?

Of course you wouldn't. You could wear the other team down quickly and easily by using three different teams . . . each fresh and eager to outdo the other . . . in short, furious stretches.

And that's the way America feels about this war.

Germany has been knocked out. Half the task seemingly has been done. But we're going to stay on the job with all teams we can possibly use until Japan is crushed. Never again do we want to hear those wincing words of the tragic early war years: "Too little and too late!"

Says Secretary of the Navy James Forrestal: "The greater our strength, the sooner our victory."

Says Fleet Admiral Chester W. Nimitz: "We believe in powerhouse tactics. We carry along all we have. We want what we undertake to go through."

Powerhouse tactics won in Europe and now, with Germany knocked out, will be used against Japan by both Army and Navy on a bigger scale than ever before. We'll shift to the Pacific every available man and weapon—including most of the Army forces in Europe—that can be moved and used.

Because the war in Europe was mainly an Army job, victory there leaves it with more men—8,300,000, the War Department announced on 5 May—than it can use in the Pacific alone: "Our best judgment is that we can defeat Japan quickly and completely with an Army which a year from now will be 6,968,000." Most of the Navy, on the other hand, already is in the Pacific. And its job there is now even bigger than before: moving greater forces over longer distances, supplying them, blasting open beachheads for them.

Because an infantryman and a boatswain's mate aren't interchangeable, each service separately must adjust its size and makeup to its part of the job in the Pacific. While the Army thus can cut down some (p. 48), the Navy cannot—each keeping, or getting, what it needs for its part in making the Japs say: "Uncle . . . Uncle Sam, we've had enough."

That day, despite our continued naval successes, can only come when in the words of Secretary Forrestal, "the arms of decision, the infantry and our mechanized armor, can be deployed against the main strength of the Japanese Army."

This military migration, just in itself, is reason enough for the Navy to keep every man at his post, according to the Allied High Command. It was the Navy that took them over to Europe and it's the Navy that's got to get them out to the Pacific and to the Asiatic theaters . . . support them there . . . and supply them.

Just the business of getting them there is a sizable job in itself. Fleet Admiral King, in a radio address on V-E Day, said: "The problem of convoying the millions of troops now in Europe halfway around the world to the Far East is one of the most immense any naval force ever faced."

It is not only the biggest moving job in all military history, but the greatest migration of all time. Moving the AEF to Europe in World War I was a taxi ride downtown, in comparison. Even getting GI Joe to Germany in this war was less of a task. That involved transporting men and materiel only about 4,000 miles, with convenient staging areas in England a scant 100 miles across the channel from the French coast. This job is about three times as big; from Europe to Manila, via the Panama Canal, is about 14,000 miles—and there are, as yet, no such nearby assembling points as in the British Isles.

'Let Us Now Go Forward'

Statement to the men of the United States Navy and Army by the Secretary of the Navy:

You and your Allies have won a great victory. The price was high; it has been won by determination, sacrifice and blood. With this victory you have won something more: the admiration and gratitude of America and the world.

The task has now been half accomplished. Another powerful enemy remains. It will require all our resolution and fortitude to destroy him. Only by so doing can we keep faith with those who have fallen. Let us now go forward to speedy and complete victory in the Pacific.

Official U. S. Navy photograph

POWERHOUSE tactics won for us in Europe and will win in the Pacific. Here's a sample: just part of the 5th Fleet—carriers and supply ships dominate this view—just before moving out of a Pacific anchorage to a battle rendezvous.

To Keep 'Em Fighting

Moving an army doesn't mean just moving men and the packs they lug on their backs. It takes six tons of shipping to equip a man at the front and it takes another ton every month to keep him up there. First, the soldier has to have the tools of his trade: tanks, machine guns, rifles, artillery, bazookas, parachutes, bombers and fighters. Naturally, these weapons must be maintained, and that means

portable repair shops and huge stores of spare parts. Next, they must be fed, housed, clothed, which means a thousand and one other things. They must have water, fuel, and land transportation, which means pipelines, storage facilities, jeeps, trucks. They must have recreation and medical care, which adds up to movie theaters, libraries, sports equipment, medicine, bandages, hospitals. And, just in case they should be cut off from the home base, each outfit must have reserves and repair facilities, and that means construction materials for warehouses, roads and docks.

Largest consumer of shipping space is fuel. Practically every drop of oil used in the Pacific has had to come from the U. S. The modern war machine uses up vast amounts of fuel oil, Diesel oil, truck and aviation fuel.

You may get some idea of the job ahead from these figures which were gathered by the Associated Press from War Department sources:

- It takes 75 trains, totaling 2,700 passengers and freight cars, to move a full armored division with its 10,000 men and 3,700 vehicles.
- It takes 29 passenger trains and four freight trains to move the 15,000 men of an infantry division.
- It takes 15 Liberty ships to transport merely the equipment of an armored division.
- It takes about five troop transports to haul an infantry division. (Of course, luxury liners like the *Queen Mary* can carry 15,000 men on a trip, but how many *Queen Marys* are there?)

These figures do not by any manner of means begin to tell the full story of the Navy's job in the big double play: Europe to America to Japan. After getting the men to the Pacific, the Navy then has got to advance them up to the assault beaches . . . and support them there.

Fleet Admiral King has said:

"There are times in the Pacific when troops get beyond the range of naval gun support, but much of the fighting has been, is now and will continue for some time to be on beaches where Army and Navy combine in amphibious operations. Therefore, the essential element of our dominance over the Japanese has been the strength of our fleet. The ability to move troops from island to island, and to put them ashore against opposition is due to the fact that our command of the sea is spreading as Japanese naval strength withers."

The function of the Navy, Fleet Admiral King explains, falls into four main phases during an amphibious operation.

One-Two-Three Punch

"During the 'approach' phase," the Commander-in-Chief says, "the Navy commands passage to the area of landings for the invasion forces, bombards shore batteries, landing beaches and supporting areas, conducts minesweeping operations and removes beach obstacles. Frequently the bombing of landing beaches and shore defenses is a joint function of Army and Navy aircraft. In the 'landing' phase, the Navy, by employment of special landing craft, puts the invasion forces and all their equipment

OUR VICTORY IS BUT HALF WON

Following is the text of President Truman's victory announcement as broadcast from the White House at 0900 Washington time, 8 May:

THIS is a solemn but a glorious hour. I only wish that Franklin D. Roosevelt had lived to witness this day. General Eisenhower informs me that the forces of Germany have surrendered to the United Nations. The flags of freedom fly all over Europe.

For this victory we join in offering our thanks to the Providence which has guided and sustained us through the dark days of adversity.

Our rejoicing is sobered and subdued by a supreme consciousness of the terrible price we have paid to rid the world of Hitler and his evil band. Let us not forget, my fellow Americans, the sorrow and the heartache which today abide in the homes of so many of our neighbors—neighbors whose most priceless possession has been rendered as a sacrifice to redeem our liberty.

We can repay the debt which we owe to our God, to our dead and to our children only by work—by ceaseless devotion to the responsibilities which lie ahead of us. If I could give you a single watchword for the coming months, that word is—work, work, and more work.

We must work to finish the war. Our victory is but half won. The West is free, but the East is still in bondage to the treacherous tyranny of the Japanese. When the last Japanese division has surrendered unconditionally, then only will our fighting job be done.

We must work to bind up the wounds of a suffering world—to build an abiding peace, a peace rooted in justice and in law. We can build such a peace only by hard, toilsome, painstaking work—by understanding and working with our Allies in peace as we have in war.

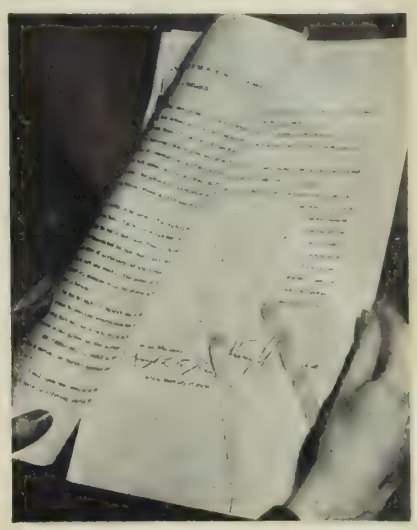
The job ahead is no less important, no less urgent, no less difficult than the task which now happily is done.

I call upon every American to stick to his post until the last battle is won. Until that day, let no man abandon his post or slacken his effort.

And now, I want to read to you my formal proclamation of this occasion:

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA
A PROCLAMATION

The Allied armies, through sacrifice and devotion and with God's help, have won from Germany a final and unconditional surrender. The Western World has been freed of the evil forces which for five years and longer have imprisoned the bodies and broken the lives of millions upon millions of free-born men. They have violated their churches, destroyed their homes, corrupted their children and murdered their loved ones. Our armies of liberation have restored freedom to these suffering peoples,



Photograph from Press Association, Inc.

The President's proclamation.

whose spirit and will the oppressors could never enslave.

Much remains to be done. The victory won in the West must now be won in the East. The whole world must be cleansed of the evil from which half the world has been freed. United, the peace-loving nations have demonstrated in the West that their arms are stronger by far than the might of dictators or the tyranny of military cliques that once called us soft and weak. The power of our peoples to defend themselves against all enemies will be proved in the Pacific as it has been proved in Europe.

For the triumph of spirit and of arms which we have won, and for its promise to peoples everywhere who join us in the love of freedom, it is fitting that we, as a nation, give thanks to Almighty God, who has strengthened us and given us the victory.

Now, therefore, I, Harry S. Truman, President of the United States of America, do hereby appoint Sunday, May 13, 1945, to be a day of prayer.

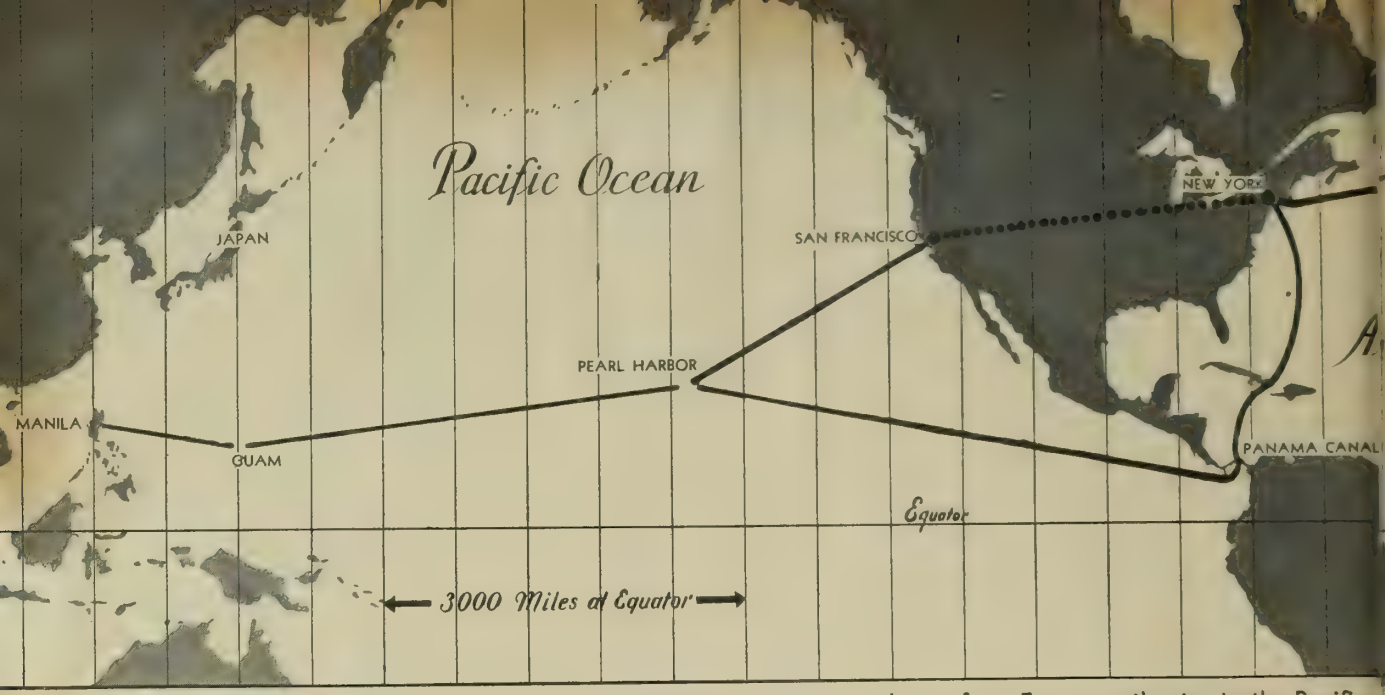
I call upon the people of the United States, whatever their faith, to unite in offering joyful thanks to God for the victory we have won and to pray that He will support us to the end of our present struggle and guide us into the way of peace.

I also call upon my countrymen to dedicate this day of prayer to the memory of those who have given their lives to make possible our victory.

In witness whereof, I have hereunto set my hand and caused the seal of the United States of America to be affixed.

Done at the City of Washington this eighth day of May, in the Year of Our Lord 1945, and of the Independence of the United States of America the 169th.

HARRY S. TRUMAN



GLOBAL SHUTTLE on a grand scale will move American forces east and west from European theater to the Pacific.

ashore, under cover of ships' guns and carrier aircraft. In the 'support' phase, after the consolidation of the beachhead, the Navy continues to provide artillery and air support to the forces ashore for as long a time as they remain within range of ships' guns, and until shore-based aviation can relieve our carriers of the task of air support. In the 'supply' phase, the Navy guarantees the security of the supply lines of the invasion forces and obstructs the enemy's efforts to reinforce his troops by sea."

The extent and varied character of naval participation requires vast quantities of ships and men and supplies.

"Consider, for example," Fleet Admiral King points out, "the Lingayen Gulf landings of 9 January 1945. The naval attack and covering forces for this operation consisted of 1,033 ships, ranging in size from battleships and carriers on down through landing craft. The naval personnel in this force numbered upwards of 273,000. The Army forces put ashore on D day and during the following four days were slightly more than two-thirds of this number."

To further illustrate the immensity of amphibious operations, the Navy Department offers these figures:

IWO JIMA INVASION

- The invasion fleet numbered 800 ships.
- Fuel oil sufficient to fill a train of tank cars of 10,000 gallons each and extending 238 miles was required.
- There was enough gasoline on hand to run 30,730 automobiles for one full year.
- There was enough lubricating oil to give 466,000 automobiles a complete change.
- There was food enough to feed a city of more than 300,000 for a full month.
- And there was enough ammunition to fill 480 freight cars.

MARIANAS

- Two million tons of freight were shipped to the islands.
- Cargo unloaded in the Marianas within 60 days was more than the total put on San Francisco's docks throughout 1940.
- Airfields had to be built to handle air traffic comparable to that of the Washington National Airport.
- Six thousand tons of bombs were dropped.
- Thousands of rockets were fired.
- Millions of rounds of ammunition were expended.

Both of these operations, no doubt, could have been done with less. But that isn't the Navy's way.

"It has been our policy and conduct of the war to date," says Fleet Admiral Nimitz, "to take no chances unless those chances might lead to such great results that the chance would be warranted. Every move we have made, we have gone with plenty of force, and we propose to continue that until we are sure that the remainder of the Japanese fleet can no longer be a threat. At the proper time, we will be able by reason of our superiority in naval forces, to engage in a multiple operation . . . which should have the effect of speeding up the conduct of the war."

To the men who have been waging the war out in the Pacific, the prospect of the vast and veteran European forces joining them is a bright picture. But it will unreel slowly.

It'll Take Time

It is estimated that it will be several months before the full weight of the shift can be brought to bear on the Japs. Troops have to be entrained from battlefronts to ports, and shipped across the Atlantic or Pacific Oceans. New equipment has to be shipped, old equipment has to be rehabilitated and shipped.

The troops in Europe are being divided into four big classes, and they will leave the continent in this order:

- Pacific-bound soldiers, consisting mainly of service units who will build airfields, camps, roads, docks and such for the combat outfits.
- Furloughees, who will be given 30-day leaves in the States before being re-grouped and sent to the Pacific.
- Troops to be demobilized when military needs no longer require their presence in the Army.
- Occupation troops, who will stay on the job as long as needed and in the numbers needed.

Many of the air force service personnel will be flown to the Pacific. But very little of their equipment will be.

Says Fleet Admiral Nimitz:

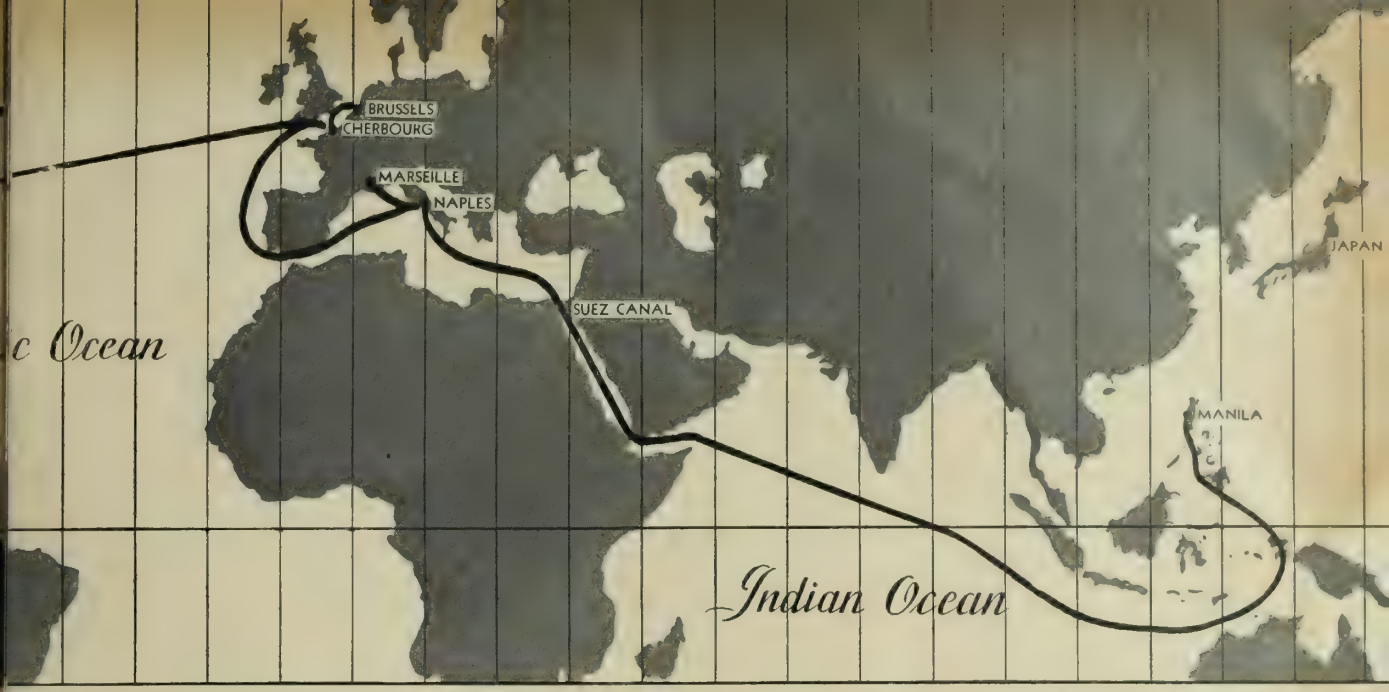
"Great strides have been made in the field of moving freight by air, but it is obviously uneconomical to burn 800 gallons of aviation gas flying 500 gallons to the fighting fronts. So it is inevitable that our forward progress must remain directly related to the availabiltiy of shipping."

Long Road to Tokyo

Thus, the Navy will be concerned with the transportation of the vast bulk of these groups and all of their equipment. It will have to escort supply ships across the Atlantic to the occupation troops and it will have to supervise operation of ports in many portions of occupied Europe and to convoy troops leaving Europe.

The majority of troops going direct to the Pacific from Europe will embark from ports of northern and western France, Belgium and Holland. Their ships will proceed across the Atlantic, through the Panama Canal and then head for the Pacific staging areas. Some will leave from Marseille in Southern France and from other Mediterranean ports, voyaging east by way of the Suez Canal.

No U-boat peril exists in the Atlantic or Mediterranean as there was when the Navy shepherded these same troops to Europe. This should make this trip quicker and less complex. However, it must be remembered that most troops will be coming from deep inside Europe. They will be traveling from battlefield to port along railway systems smashed by war. They will



Shown above are general directions of the redevelopment rather than exact routes to be followed by sea and land.

be embarking from ports that are cluttered with the wreckage of war that necessarily reduces harbor efficiency. And they will not have full use of all shipping—much of it is needed to keep the Pacific war moving.

These first Pacific-bound units will travel light. They will leave the bulk of their old equipment in Europe and will be completely reequipped at their Pacific base with factory-fresh gear shipped direct from the States. That's the fastest way to get them into action, according to Army experience.

However, those that will follow will bring along their own stuff. About 70% of the supplies now in Europe, according to James F. Byrnes, former War Mobilization Director, will be returned to the States and a goodly portion will be shipped thence to the Pacific. Already, rebuilt French and Belgian factories are at work rehabilitating U. S. equipment. Long after V-E day, Army technicians will be busy at work reconditioning, recrating and reshipping this salvaged war gear from Europe, either for further use in this war or for our peacetime army.

Some Obstacles

Two factors that will delay shipment of equipment from Europe to the Pacific are the differences in battle and climatic conditions. Corrosion and fungi are relentless enemies of machines in the tropical and sub-tropical Pacific areas. Special waterproofing processes must be given to radio equipment and hundreds of delicate precision instruments before they can be transported into the stormy and humid Far East. And, incidentally, radio and its associated instruments are needed even more critically in the Pacific war, flung out as it is over such large areas, than in the comparatively compact European battleground.

The Pacific supply problem is made more complex by the fact that the war out there is largely amphibious. In the conflict with Germany, once the Navy got Johnny Doughboy onto the European continent, he stayed there. The Navy didn't have to move him from town to town. And he didn't need ship space again until V-E day.

But, in the Pacific, Johnny Doughboy doesn't stay put . . . like a poker chip, he's forever on the move. It's just one beach after another. And with the establishment of each beachforces progress with giant jumps, head the supply problem becomes more acute. Enemy shore-based gunfire and unfriendly surf take heavy tolls of vehicles, guns and landing craft.

Even after the beachhead has been expanded, the island secured and its port put into operation, the mortality rate in equipment is severe. As our much of the material that was rushed there has got to be left behind rather than waste the time to reload it and haul it to the next base of operations.

And then, of course, there's the question of mileage. Geography, it has been said, is Japan's greatest ally.

Says Fleet Admiral Nimitz: "The principal obstacle to victory in the Pacific is not the Japs, but distance."

And Rear Admiral DeWitt C. Ramsay, Chief of BuAer, adds:

"To soften up Germany, we had British planes fighting side by side with our bombers and a determined, industrialized England as a base of operations. We have no such base in the Pacific. We must have its equivalent before we can come to grips with the main Japanese armies and cut deeply into Japanese industrial strength. This means more amphibious operations . . . and for every mile we move forward, we add another mile to a supply line that already is the longest in the history of warfare."

Pacific distances are truly staggering. From San Francisco to Guam, Fleet Admiral Nimitz's advance headquarters, it is more than 5,000 miles. From Guam to Okinawa, it is another 1,225 miles; Guam to Manila is 1,380; and Guam to Tokyo is 1,352. Counting turn-around time in port, a slow freighter starting from the West Coast can cover the distance to the Far East no more than two-and-a-half times a year. Shipping from East Coast ports would take longer.

The Pacific Ocean areas over which the U. S. Navy must roam . . . protecting liberated sea lanes, slashing open others . . . cover at least one-third of the earth's surface. In pushing the Japs back to the approaches of their island empire, the Navy has freed over 5,000,000 square miles of water.

Big? Well, even such a proud Texan as Fleet Admiral Nimitz has had to begrudgingly admit:

"If there is one place bigger than Texas, it is the Pacific Ocean. All of us . . . will roam these broad open spaces until our treacherous enemy is roped, tied and properly branded so our descendants may always recognize his true character."

A Hard Job Ahead . . .

Statement to the men of the United States Naval Forces by Fleet Admiral Ernest J. King, USN, *Commander in Chief, U. S. Fleet, and Chief of Naval Operations:*

Victory over Nazi organized resistance is not only a source of much gratification, but an occasion for congratulations. I wish to commend every officer and man who has served in the Atlantic on the successful termination of a long, tedious and difficult task. In cooperation with our Allies, your operations have embraced the almost total destruction of Hitler's U-boat fleets, the convoying of the endless streams of men and supplies which made the great European land offensives possible, and the mounting of the invasions of North Africa, Sicily, Italy, Normandy and Southern France. Your work was often unspectacular and unheralded, but it was always hard.

Another hard job still lies ahead in the Pacific. However, we are now ready to augment further our already effective forces in that area with battle-tested and victorious units from the Atlantic. With this transfer of fighting strength, the Japanese should be as certain of ultimate defeat as we are of final victory.

LONG ROAD to V-E

Milestones Mark 5 Years, 8 Months, 8 Days From Attack on Poland to German Surrender

1939

1 Sept.—Germany invades Poland.
3 Sept.—Britain, France, New Zealand, Australia, India declare war on Reich.
6 Sept.—Ditto Union of South Africa.
7 Sept.—British troops land in France.
8 Sept.—President Roosevelt declares limited emergency.
10 Sept.—Canada declares war on Germany.
17 Sept.—Russia occupies eastern Poland.
27 Sept. Warsaw falls to Nazi blitz.
30 Nov.—Russia invades Finland.
13 Dec.—Nazi battleship *Graf Spee* engages in running battle with British cruisers, flees for Montevideo.
17 Dec.—*Graf Spee* blown up by its officers off Montevideo.
19 Dec.—32,581-ton Nazi liner *Columbus* scuttled off Cape May, N. J.

1940

12 March—Finns, Russians sign peace.
9 April—Nazis invade Denmark, Norway.
10 May—Nazis invade Low Countries. Churchill succeeds Chamberlain as British Prime Minister.
15 May—Dutch Army capitulates.

Official U. S. Army Signal Corps photograph

FIRST Yanks land in North Ireland. Irish lads give them "V" greeting.

17 May—Nazis smash Maginot Line; Brussels falls.
18 May—Nazis take Antwerp.
28 May—King surrenders Belgian army.
29-31 May—British evacuate Dunkirk.
9 June—Norway surrenders.
10 June—Italy declares war on France, Britain.
14 June—Nazis march into Paris.
22 June—French, German armistice signed.
24 June—Ditto French-Italian.
5 July—France splits with Britain.
19 July—President signs two-ocean Navy bill.
8 Aug.—500 Nazi planes open Britain blitz.
3 Sept.—Announce transfer of 50 over-age destroyers to Britain.
16 Sept.—Selective Service becomes law; 16 Oct. for registration.
27 Sept.—Japan joins Axis.
28 Oct.—Italy invades Greece.
29 Oct.—First draft numbers drawn.
5 Nov.—President Roosevelt gets third term.
20 Nov.—Hungary joins Axis.
23 Nov.—So does Rumania.
24 Nov.—And Slovakia, too.

1941

1 March—Bulgaria signs Axis pact; Nazis parade in.
11 March—Lend-lease becomes law.
6 April—Nazis invade Greece, Yugoslavia.
9 April—Marines land in Greenland.
13 April—Japan, Russia in 5-year neutrality pact.
17 April—Yugoslav army capitulates.
23 April—Greece surrenders to Axis.
27 April—Nazis enter Athens.
10 May—Rudolph Hess, No. 3 Nazi, parachutes into Scottish field.
21 May—U. S. freighter *Robin Moor* torpedoed off Brazil.
27 May—President proclaims unlimited emergency.
30 May—German air army takes Crete after 10-day fight.
16 June—U. S. orders Nazi consulates closed by 10 July.
22 June—Germany, Rumania invade Russia.
24 June—President pledges all possible aid to Russia.
25 June—Finland declares war on Russia.
7 July—Marines, invited, occupy Iceland.
14 Aug.—President and Churchill meet at sea aboard USS *Augusta*, promulgate "Atlantic Charter."
21 Aug.—Russians lose Gomel.
19 Sept.—And Kiev.
8 Oct.—Orel, too.
17 Oct.—USS *Kearny* torpedoed off Iceland. Odessa falls to Nazis.
23 Oct.—Nazis in Kharkov.
30 Oct.—Navy tanker *Salinas* torpedoed off Newfoundland.
31 Oct.—USS *Reuben James* sunk by torpedo; about 100 lost.
1 Nov.—Coast Guard made part of Navy.

Official U. S. Navy photograph

TORPEDOED tanker burns in Atlantic. Nazis counted on U-boats to win.

17 Nov.—Part of Neutrality Act repealed to permit arming of merchant ships, passage to belligerent ports.
6 Dec.—German blitz stalls outside Moscow.
7 Dec.—Axis partner Japan attacks U. S. at Pearl Harbor.
11 Dec.—Germany, Italy declare war on U. S.; Congress answers with unanimous declarations; Nicaragua Cuba, Guatemala, Costa Rica, Dominican Republic join U. S.
12 Dec.—Panama, Haiti, Honduras declare war on Germany, Italy.
13 Dec.—Russians drive Nazis back from Moscow. El Salvador declares war on Germany, Italy.
16 Dec.—Czechoslovakia joins Allies.
17 Dec.—Albania declares war on U. S.

Official U. S. Coast Guard photograph

CAPTURE by Coast Guard spiked Nazi weather station in Greenland.

30 Dec.—Admiral Ernest J. King assumes post as Cominch.
31 Dec.—Venezuela breaks with Axis.

1942

14 Jan.—First ship torpedoed off U. S.
24 Jan.—Peru ends relations with Axis.
25 Jan.—Uruguay also.
26 Jan.—First U. S. troops land in northern Ireland.
28 Jan.—Paraguay, Brazil end relations with Axis.
29 Jan.—So does Ecuador.
22 May—Mexico declares war on Axis.
30 May—First 1,000-plane RAF raid; 3,000 tons dropped on Cologne.
5 June—U. S. declares war on Hungary, Bulgaria, Rumania.
10 June—Lidice, Czechoslovakia, wiped out in reprisal for Gestapo slaying.
20 June—British lose Tobruk, Libyan port, to Rommel's Afrika Korps.
27 June—Arrest of 8 sub-landed saboteurs on Atlantic coast announced.
1 July—British check German advance at El Alamein.
2 July—Nazis seize Sevastopol after 8-month siege.
4 July—U. S. bombers in first raid on western Europe.
16 July—U. S., Finland end consular relationships.
21 July—President Roosevelt names Admiral Leahy his Chief of Staff.
28 July—Rostov falls.
30 July—Women's Reserve founded.
8 Aug.—6 sub-landed saboteurs executed, one gets life, one 30 years.
19 Aug.—Commandos raid Dieppe.
22 Aug.—Brazil declares war on Germany, Italy.
23 Aug.—Nazis begin siege of Stalingrad.

9 Sept.—Iran declares war on Germany.
24 Oct.—British break through Axis line at El Alamein.
4 Nov.—Axis in full retreat from Egypt.
8 Nov.—Allies land in North Africa.
10 Nov.—Yanks take Oran; Nazi troops enter unoccupied France.
11 Nov.—Americans capture Casablanca.
15 Nov.—Admiral Darlan assumes control of French Africa.
19 Nov.—Red Army launches offensive north of Stalingrad.
27 Nov.—French warships scuttled at Toulon.
1 Dec.—Ethiopia declares war on Axis.
14 Dec.—Abyssinia declares war on Axis.
20 Dec.—Russians open offensive in Caucasus.
24 Dec.—Darlan assassinated; Gen. Giraud named successor.

1943

14 Jan.—President Roosevelt, Churchill meet at Casablanca.
18 Jan.—Russians break 17-month siege of Leningrad.
20 Jan.—Chile breaks with Axis.
27 Jan.—U. S. bombers in first attack on Reich.
30 Jan.—British make first daylight raid on Berlin.
31 Jan.—Nazi 6th Army destroyed at Stalingrad.
2 Feb.—Fighting at Stalingrad ceases. Nazi losses: 330,000.
8 Feb.—Russians take Kursk, held by Nazis since Nov. 1941.
14 Feb.—Nazis break through U. S. lines in central Tunisia.
20 Feb.—Nazis take Kasserine Pass.
25 Feb.—U. S. regains Kasserine.
7 April—Bolivia declares war on Germany and Italy.
7 May—Allies take Bizerte, Tunis.
11 May—Nazi resistance in Africa ends.
12 May—President, Churchill confer in Washington.
16 May—RAF blasts two Ruhr dams.
11 June—Pantelleria in Mediterranean surrenders to Allied force.
5 July—Nazis launch Russian summer offensive.
10 July—Allies invade Sicily.
23 July—Americans take Palermo.
24 July—Stalin announces Nazi offensive shattered.
25 July—Mussolini ousted.

Official U. S. Navy photograph

SICILY was softened by Navy guns for Allied hop across Mediterranean.

ATTACK AND COUNTERATTACK: Gray areas show farthest Nazi advance. Milestones in Allies' counterassault are indicated by dates (see text for details). Black areas show Nazi positions when U. S. and Russian armies met.

1 Aug.—175 U. S. Liberators in record low-level bombing of Ploesti refineries.
5—Orel, Belgorod taken; Red Army snatches offensive.
11-24 Aug.—President, Churchill confer at Quebec.
17 Aug.—Navy takes islands of Lipari and Stromboli north of Sicily.
3 Sept.—Allies invade Italy across Messina Straits.
8 Sept.—Italy surrenders.
9 Sept.—Allies land at Salerno.
11 Sept.—Five BBs among 53 Italian warships surrendered to Allies.
12 Sept.—Mussolini "rescued" by Nazi paratroopers.
25 Sept.—Smolensk falls to Russians.
1 Oct.—Naples taken by Allies.
13 Oct.—Italy declares war on Germany.
7 Nov.—Russians retake Kiev.
26 Nov.—Colombia declares "state of belligerency" with Germany.
28 Nov.—President, Churchill, Stalin begin Teheran conferences.
24 Dec.—Eisenhower named Supreme Allied Commander in Europe.
25 Dec.—Russians open offensive west of Kiev.
26 Dec.—Nazi battleship *Scharnhorst* sunk off Norway by British.
30 Dec.—Russians crumble Nazi defense line west of Kiev.

1944

6 Jan.—Russians drive into pre-war Poland.
9 Jan.—U. S. 5th Army captures San Giusta, Italy.
10 Jan.—President announces U-boat toll dropped 60% in 1943.
11 Jan.—Ciano, Mussolini's son-in-law, executed for treason.
20 Jan.—Germans quit Novgorod.
21 Jan.—Leningrad siege lifted; RAF gives Berlin biggest raid.
22 Jan.—Allies land in Anzio-Nettuno area.
27 Jan.—Liberia declares war on Germany.
2 Feb.—Yanks breach Gustav Line in Cassino push.
4 Feb.—Navy reveals three Nazi blockade runners sunk in South Atlantic.
9 Feb.—Navy announces USS *Ranger*, "sunk" by Nazis 10 months ago, has since destroyed 40,000 tons of German shipping.
14 Feb.—Allies bomb, shell Mt. Cassino's ancient Benedictine Abbey.
2 March—U. S., Britain stop military shipments to Turkey.
5 March—Russians start Ukraine drive.
8 March—Heaviest Berlin daylight raid (360,000 bombs).

15 March—U. S. bombers level Cassino.
19 March—Red Army crosses Dniester into Bessarabia.
21 March—Navy reveals British get 38 CVEs by lend-lease.
27 March—Russians cross Dniester into pre-war Rumania.
1 April—Britain's eastern coastal area closed to visitors.
3 April—Carrier planes fire *Tirpitz* in Norwegian haven.
10 April—Russians recapture Odessa.
17 April—Foreign diplomats forbidden to leave England.
24 April—Overseas travel banned by British as pre-invasion precaution.
28 April—Secretary of Navy Frank Knox dies of heart attack at 70.
9 May—Russians retake Sevastopol.
11 May—Allies open central Italy offensive.
17 May—Senate confirms appointment of James Forrestal as SecNav.
18 May—Cassino falls to Allies.
20 May—6,000 Allied planes bomb 150-mile Brittany-Belgium strip.
25 May—Anzio beachhead joined with main U. S. forces.
3 June—1,000 U. S. planes bomb Calais, Boulogne areas.
4 June—Allies take Rome. Calais, Boulogne areas blasted again.
6 June—Allies land in Navy-bombarded Normandy.

Official U. S. Navy photograph

HUNTED by air and sea, Nazis lost sub war. Supplies got through.

7 June—Naval gunfire helps invasion forces push five miles inland.
8 June—First robot-bomb attack on London.
14 June—Nazis counterattack fiercely in Normandy.
17 June—Navy lands French troops on Elba.
25 June—Navy bombards Cherbourg.
26 June—Cherbourg falls to Yanks.
30 June—U. S. severs relations with Finland due to Nazi alliance.
6 July—Von Kluge replaces von Rundstedt as Nazi commander in West.
9 July—Caen falls to British, Canadians.
18 July—Yanks take St. Lo.
20 July—Hitler injured in bomb plot.
25 July—Yanks slash through Nazis in Normandy 40-mile front.
26 July—Double-size robots hit London.
28 July—Russians take Brest-Litovsk.
31 July—Yanks seize Avranches.
1 Aug.—Yanks drive into Brittany plains.

Official U. S. Army Air Forces photograph

BIG THREE met for first time at Teheran. They planned second front.

2 Aug.—Turkey severs diplomatic, economic relations with Reich.
3 Aug.—Russians cross Vistula.
4 Aug.—Yank patrols enter Florence.
5 Aug.—Yank tanks in Brest, 138-mile advance in four days.
7 Aug.—Yanks cut off Brittany.
8 Aug.—8 German officers executed in Hitler death plot.
11 Aug.—Yanks cross Loire River.
12 Aug.—Nazis yield Florence.
13 Aug.—Nazis begin Normandy withdrawal.
15 Aug.—Allies invade southern France along Riviera.
17 Aug.—Russians at Prussian border.
19 Aug.—Yank tanks reach Paris suburbs.
20 Aug.—Free French enter Toulon.
22 Aug.—Yank tanks slash within 150 miles of Germany.
23 Aug.—Marseille and Grenoble fall in southern France.
25 Aug.—Paris liberated.
26 Aug.—Nazis evacuating LeHavre. Rouen under U. S. fire. Yanks begin land, sea attack on Brest. 10,000 Nazis near Bordeaux quit.
27 Aug.—Allied spearhead reaches Marne.
28 Aug.—U. S. 3d marches into Chateau-Thierry.
29 Aug.—Allies cross Aisne River.
30 Aug.—Nazis evacuate Rouen. Russians take Ploesti in Rumania.
31 Aug.—British in Amiens, Yanks cross Meuse.
1 Sept.—St. Mihiel, Dieppe, Verdun fall.
2 Sept.—Yanks in Belgium. U. S. 5th captures Pisa in Italy.

Photograph from Press Association, Inc.

STALINGRAD (above) ended Nazi drive to east as Reds turned tide.

4 Sept.—Belgian Yanks reach Reich border. Finns, Russians sign armistice.
5 Sept.—Russia declares war on Bulgaria.
6 Sept.—Allied patrols cross Reich border from Luxembourg to Nancy.
7 Sept.—U. S. 1st occupies Sedan.
8 Sept.—Yanks take Liege. Russians invade Bulgaria.
9 Sept.—Armistice ends four-day Russian-Bulgarian war.
10 Sept.—First U. S. shells drop on Reich near Aachen. President, Churchill meet at Quebec.
11 Sept.—U. S. 1st crosses into Germany at Trier.
12 Sept.—First German town falls to Yanks—Roetgen. Rumania signs armistice with United Nations.
14 Sept.—Allies cross German border at three points.

Official U. S. Navy photograph

NORMANDY invasion was first hole in Hitler's "impregnable" West Wall.

17 Sept.—British airborne troops land near Arnhem in Holland.
17-19 Sept.—Allied carrier planes attack Crete.
20 Sept.—Yanks win Brest after 46-day siege.
22 Sept.—Russians in Tallinn, Estonian capital.
24 Sept.—British airborne forces land in Greece.
25-26 Sept.—British trapped at Arnhem evacuated.
27 Sept.—Russians at Gulf of Riga.
2 Oct.—U. S. 1st breaches Siegfried Line north of Aachen.
6 Oct.—Russians cross into Hungary.
9 Oct.—Dumbarton Oaks Conference results in recommendation of international peace organization.
10 Oct.—British enter Corinth, Greece.
11 Oct.—Coast Guard seizes Nazi radio-weather stations in Greenland.
13 Oct.—Russians take Riga, Latvia.
15 Oct.—Hungary asks armistice.
18 Oct.—Hitler creates Home Army of males between 16 and 60.
20 Oct.—Russians take Belgrade. Aachen falls to U. S. 1st.
28 Oct.—Bulgaria signs armistice.
1 Nov.—British storm Walcheren Island, guarding Antwerp.
3 Nov.—Port of Antwerp opened.
7 Nov.—President Roosevelt reelected for fourth term.
9 Nov.—U. S. 3d crosses Moselle.
10 Nov.—Churchill reveals V-2 (rocket bomb) attacks.
12 Nov.—RAF sinks Nazi battleship *Tirpitz* in Norwegian fjord.

16 Nov.—Six Allied armies attack from Holland to Alps.
18 Nov.—Nazis quit Tirana, Albania.
19 Nov.—Geilenkirchen falls—largest German city taken to date.
20 Nov.—Yanks seize Metz.
25 Nov.—Allies burst through Huertgen Forest onto Cologne plain.
28 Nov.—U. S. 3d surges into Saar.
2 Dec.—U. S. 3d enters Sauerlautern.
15 Dec.—U. S. 7th penetrates Reich at three places in Palatinate.
16 Dec.—Nazis counterattack through Ardennes Forest.
17 Dec.—Nazis gain 20 miles in Belgium, reach Stavelot.
19 Dec.—Allies recapture Stavelot, Nazis head for Bastogne.
20 Dec.—Yanks in Bastogne fight off Nazis.
22 Dec.—Russian winter drive opens.
23 Dec.—5,000 Allied planes hammer Nazi bulge.
24 Dec.—6,500 planes continue battering of Nazis.
25-26 Dec.—Nazi bulge reaches Meuse. Russians encircle Budapest.
27 Dec.—U. S. armored column relieves Bastogne.
28 Dec.—Nazi offensive stalls.

1945

8 Jan.—Nazis begin Belgian withdrawal.
12 Jan.—Nazis in full retreat from bulge.
13 Jan.—2,300 planes rake fleeing Nazis. Russians open Polish drive.
17 Jan.—Warsaw falls to Russians.
19 Jan.—So do Lodz, Cracow.
21 Jan.—Russians invade Silesia.

SIEGFRIED LINE was another hurdle Yank doughboys took in their stride.

23 Jan.—Russians reach Oder River.
29 Jan.—Yanks break through Ardennes into Reich.
2 Feb.—"Big Three" meet at Yalta.
6 Feb.—Russians cross Oder.
7 Feb.—Yanks attack along 70-mile front in Reich.
10 Feb.—Yanks seize main Roer dam.
13 Feb.—Budapest falls after 50-day siege.
14 Feb.—8,000 Allied planes blast Nazis in Russians' path.
21 Feb.—U. S. planes bomb Berchtesgaden; ignore Hitler's retreat.
23 Feb.—U. S. 1st and 9th cross Roer.
2 March—U. S. 9th reaches Rhine opposite Duesseldorf.
6 March—Cologne falls to U. S. 1st.
7 March—U. S. 1st crosses Ludendorff Bridge, establishes bridgehead across Rhine at Remagen.

BELGIAN BULGE was Nazi's final bolt of lightning war on grand scale.

12 March—Kuestrin falls to Russians.
15 March—U. S. 7th opens Saar drive.
18 March—Coblentz falls to U. S. 3d. Center span of Remagen's Ludendorff Bridge collapses, but pontoon spans supply bridgehead.
20 March—Nazis routed in Saar; Saarbruecken, Mainz, Worms fall.
22 March—Ferried in landing craft by specially trained U. S. Navy units, 3d Army crosses Rhine.
23-24 March—U. S. 9th, British 2d cross Rhine, ferried by U. S. Navy.
25 March—U. S. 3d crosses Main. Russians aim at Vienna.
26 March—Seven Allied armies advance through Reich against ragged resistance.
27 March—Eisenhower says Nazis on western front "are a whipped army."
30 March—Russians invade Austria, capture Danzig. 1,400 U. S. bombers blast sub bases at Bremen, Wilhelmshaven, Farge, Hamburg.
31 March—London says Nazis resuming intensive sub warfare.
1 April—Nazis trapped in Ruhr. German radio announces formation of "Werewolves" to wage guerrilla warfare.
4 April—British 2d crosses Weser, heads for Bremen.
5 April—Russians lay siege to Vienna.
7 April—U. S. 3d seizes $100,000,000 Nazi gold hoard in salt mine.
9 April—Russians in Vienna. Allies open new Italian offensive.
10 April—U. S. 9th captures Hanover.
11 April—U. S. 9th reaches Elbe River.
12 April—President Roosevelt dies of cerebral hemorrhage, Vice President Truman sworn in. Yanks cross Elbe. Russians in Berlin drive.

Official U. S. Army Signal Corps photographs

AIR BOMBS cut Germany's supply arteries, tore holes in her industry.

13 April—Vienna falls to Russians.
16 April—Allies open all-out drive in Italy.
17 April—Yanks halt at Elbe. Russians within 18-20 miles of Berlin.
18 April—U. S. 3d drives into Czechoslovakia, cuts Germany in two.
19 April—Leipzig falls to U. S. 1st. Ruhr pocket wiped out. Nazis report huge tank battle outside Berlin.
20 April—Nuernberg falls to U. S. 7th. RAF sinks last Nazi pocket battleship, *Luetzow*, in Baltic port.
21 April—Russians inside Berlin. Allies take Bologna in Italy.
22 April—Russians hold one-sixth of Berlin. U. S. 1st, 3d, 9th mark time waiting juncture with Red Army.
24 April—1st White Russian, 1st Ukrainian Armies join inside Berlin.

NAVY craft ferried Allied armies—and Mr. Churchill—across the Rhine.

Allies close in on southern redoubt. Allied troops in Italy cross Po; take La Spezia, Modena, Ferrara.
25 April—U. S. and Red Armies link fronts at Torgau, on Elbe.
26 April—Britain announces V-bomb toll: 2,754 dead, 6,523 seriously injured. Petain surrenders in France.
27 April—Genoa entered. Berlin 3/4ths in Russian hands.
28 April—Mussolini executed by Italian partisans. President Truman announces no truth to wide-spread surrender reports. U. S. 7th Army crosses Austrian border.
29 April—Nazi troops in Italy surrender unconditionally; Milan, Venice taken. 7th Army enters Munich.
1 May—Nazi radio announces death of Hitler; Grand Admiral Doenitz named as successor.
2 May—Red Army conquers Berlin.
3 May—Americans and French mop up Bavarian pocket.
4 May—Germans in Holland, Denmark and northern Germany surrender.
5 May—German 1st, 19th, 24th Armies surrender, leaving only 7th still fighting in Czechoslovakia. Czech patriots free Prague, ask for Allied help as fighting continues.
6 May—Danish patriots clash with pro-Nazis in Copenhagen.
7 May—Germany surrenders unconditionally to Allies at 2:41 A. M. in Eisenhower's headquarters in Reims.
8 May—German surrender ratified in Berlin; German resistance ends officially at 2301.

BATTLE OF ATLANTIC

Official U. S. Navy photograph

SAFE ACROSS the Atlantic, a United Nations convoy steams into port. A Navy escort stands watch at left.

BY ADMIRAL JONAS H. INGRAM, USN
Commander-in-Chief, U. S. Atlantic Fleet.

THE Battle of the Atlantic, one of of the most decisive campaigns of of the war, was a fight to the finish. The Nazis carried on their U-boat warfare to the bitter end.

Only three weeks before the Germans surrendered, a formidable wolf pack of U-boats was intercepted and badly mauled by one of the most powerful forces of carriers and destroyer escorts ever to operate in the mid-Atlantic. From prisoners we learned that this pack had orders to blanket the East Coast from Maine to Florida. We sank five U-boats in this blitz of the Nazis.

We had four carriers and 46 destroyer escorts hounding U-boats in the mid-Atlantic after their presence was discovered.

In addition to this blitz there was considerable U-boat activity along the East Coast. For the first time in more than a year U-boats operated off the East Coast in numbers.

Only 24 hours before Germany surrendered we sank a U-boat in our own back yard, off Block Island. We also got another sub south of Nova Scotia in the middle of April. And we had a probable kill off Cape Hatteras just two weeks before the surrender.

These U-boat actions undoubtedly were the Nazis' last fanatical attempts to panic us before the collapse. They did manage to torpedo five merchantmen off the East Coast in the last three weeks, all but two reaching port.

We were ready for them. When we disposed our forces several months ago to take into account the possibility of buzz-bomb attacks we closed the gaps. Those precautions paid dividends. Buzz bombs never buzzed but the subs were there and we smashed their attack. We got a total of eight U-boats and kept the others down where they could do no harm.

Since V-E Day the U-boats have been surrendering. Until they are all accounted for and the Atlantic is definitely clear we will maintain our patrols out there.

Fleet Admiral Ernest J. King was Commander-in-Chief of the Atlantic Fleet until 30 Dec. 1941, when he was succeeded by Admiral Royal E. Ingersoll. I relieved Admiral Ingersoll on 15 Nov. 1944.

To Fleet Admiral King and Admiral Ingersoll should go full credit for the splendid organization of the Atlantic Fleet and for the magnificent record established in this bitter silent sea war.

From Cape Cod to Capetown, from Reykjavik to Rio, Atlantic Fleet air and sea groups tracked and destroyed the U-boats. Each kill was a small war of its own. The "unpredictable" incident became routine in this most baffling of all types of warfare.

The success of the antisubmarine warfare groups may be attributed to teamwork. Each group was finely trained to operate together, as a team and not as an individual unit. The efficiency of such a group is probably three or four times greater than if each ship had been trained separately.

Now that the Battle of the Atlantic is over, it is possible to tell of some of the exploits of the boys in blue.

For example, we captured a U-boat intact last June. We refer to it as Yehudi. The story of that capture is one of the most interesting to come out of the Atlantic. Captain D. V.

Now It Can Be Told: The Story of the Navy's Exploits In the Campaign That Made Possible Victory in Europe

Gallery was in command of the *Guadalcanal* and the task group that captured it. He had issued orders to capture the first submarine sighted. Pilots were warned to concentrate their attacks on personnel and not to sink the sub unless absolutely necessary. Destroyer escorts and destroyers were similarly warned. When Yehudi was sighted by planes from the carrier Captain Gallery's orders were followed out strictly. The sub was trapped and the crew was forced to abandon her under the severe strafing attacks. The sub circled dizzily until a boarding party from the *Pillsbury* reached her and got her under partial control only to learn that she was flooding and might sink any moment. Boarding parties from the *Guadalcanal* arriving shortly afterward got the pumps started and prevented her from sinking. The *Guadalcanal* took her in tow and conducted flight operations with the U-boat tagging along astern (see pictures pp. 12-15).

On another occasion aircraft from the *Guadalcanal* sighted a U-boat placidly nursing a rich meal of diesel oil from a huge mother sub. A quick blitz from the air sent both boats to the bottom and two hours later escort ships were fishing water-soaked Nazis out of the brine.

One airman from the *Bogue* added another twist to the U-boat stories. After harassing a U-boat to the surface, the aircraft, now bereft of ammunition, was startled to see the German hoist his white flag. The problem: how to get surface ships, several miles away, to the scene to make the surrender stick. Solution: fast talking to the ships which managed to arrive in time to scoop up another load of live specimens for Uncle Sam's collection of swastika-men. When our ships appeared the Nazis scuttled their sub.

The sub sunk closest to home during the Battle of the Atlantic now rests on the muddy bottom off Block Island. The one most distant was "dunked" off the shores of South Africa. In between these points the battle ranged over 30,000,000 square miles of ocean.

Probably the quickest kill of the war was turned in by a destroyer escort. His orders: "Proceed Halifax to New York, sweeping for possible U-boat enroute." Result: "Sank sub enroute, losing no time underway."

The laurels for brevity in reporting, even beating the famous "sighted sub sank same," went to the *Croatan's* group. One word did the work of four. His orders: "Hunt and destroy U-boat in designated area." With eloquent economy of words the captain replied a few hours later: "Complied." Another sub had found its way to the bottom.

The "brand-newest" ship to sink a sub was the *Gandy*, a destroyer escort. Fresh from shakedown, eighteen hours after departure on her first escort job, she rammed a U-boat and with the help of two sister ships sank it. Trophies for this adventure included eight live Nazis: the captain, two fellow officers and five crewmen.

The title of "public enemy number one" so far as the carrier groups were concerned probably went to the U-boat that slipped a "fish" through the

Official U. S. Coast Guard photograph

FINAL KILL in the Atlantic before V-E Day was made on 6 May when three Navy and one Coast Guard ship ganged up on a U-boat off Rhode Island. Coast Guard crew watches surface pattern of blasts that destroyed sub.

Official U. S. Navy photographs

FIRST SURRENDER under terms laid down to Germany was made by a U-boat 700 miles off New England. Two Navy DEs escorted it to a Cape May, N. J., rendezvous where U. S. submarine personnel took over (above and below).

Official U. S. Navy photograph

CAPTURE OF U-BOAT 505

A SECRET the Navy was sitting on for nearly a year—capture off French West Africa on 4 June 1944 of the Nazi U-boat 505—was revealed after Germany's fall. The capture was made by a task group composed of the escort carrier USS Guadalcanal and five destroyer escorts. Commanding the group was the Guadalcanal's skipper, Captain Daniel V. Gallery. The submerged U-boat was first detected by the USS Chatelain's sound gear. Then it was spotted and fired on by the Guadal-

screen to sink the *Block Island.* What ensued was not only war but a personal grudge fight that resulted in the sinking of the U-boat four hours later.

One of the most exciting instances of rough-and-tumble free-style subfighting developed from an aircraft tip-off to the "lucky" *Buckley,* a destroyer escort. Guided to the scene of the surfaced U-boat by the plane, the *Buckley* and the sub exchanged point-blank surface fire. *Buckley* then rammed and rode over the sub. The battered U-boat got away, the *Buckley* in pursuit. The DE poured lead into the conning tower while the crew heaved coffee cups at the swastika. The U-boat got out of control, crashed into the *Buckley* and sank in 10 minutes leaving 32 members of the master race thrashing around in the bubbles with a few more hanging for dear life to the *Buckley's* forecastle.

Surprise and deadly risk characterized every moment in the lives of the men and the ships hunting the U-boat with the annoying capacity to make itself invisible through submergence. These are only a few of the scores of battle reports that enliven the logs of the sub-hunters.

Operations against the surface raiders and U-boats in the South Atlantic were just as tense but the hunting was probably more difficult. There weren't as many U-boats in that area. We established a blockade to halt the traffic of vital supplies between Japan and Germany, with the invaluable assistance of Brazil's bases from which to operate. In our famous triple play, we sank three German surface blockade runners in three successive days. I was in command down there at the time.

Long before the trend of victory was apparent—in fact, during the darkest days of the Battle of the Atlantic—the courageous government of Brazil, with the full support and approval of the people of Brazil, threw her weight and full strength to the Allied cause. Throughout the war Brazil exerted every energy to the successful prosecution of the war.

It is common knowledge that we had a close call in the Atlantic in the early days of the war. The U-boats were ready. We were not. Admiral Doenitz's U-boat fleet was estimated to consist of 118 subs in January 1941. By December 1941 this figure had increased to 153, according to reliable estimates. By January 1943 the Germans were reported to have 400 U-boats. They maintained around this number, reaching a peak of 450 on 1 March 1945.

During the height of submarine warfare in 1942 and 1943 there were about 150 U-boats on station, preying on the Atlantic shipping. The others were enroute either to their stations or to their home ports or were in port for repairs and relaxation for the crews. These crews were well trained and well paid.

Had the U-boats not been brought under control and finally defeated there is no doubt that the unconditional surrender of the Nazis might never have been accomplished. At least it would have been delayed for some time.

The turning point in the Battle of the Atlantic occurred in the spring of 1943. Prior to that time we were on

Official U. S. Navy photograph

canal's planes, their bullets marking the spot for the surface craft. Depth charges from the Chatelain forced the sub to surface right in the middle of the task group. Kept from their deck guns by small-arms fire, the Nazis opened scuttling valves and dove overboard, leaving the sub circling full speed. All the task group's ships sent whaleboats with boarding parties racing to the sub. The USS Pillsbury's boat won the race. Men leaped aboard the sinking U-boat and down the hatch to shut the scuttling valves. Thus for the first time since 1815 did a Navy boarding party take an enemy warship as prize. (Turn page for more photos of the action and cast of the drama.)

the defensive. With the introduction of specially trained antisubmarine warfare groups, we assumed the offensive.

The Atlantic Fleet's record speaks for itself. Since the declaration of war we have escorted 16,760 ships across the Atlantic. Of these, less than a score were sunk in convoy. It required 3,552 escort trips to do this job. Roughly, the Atlantic Fleet and ships in convoy cruised more than 50,000,000 miles in the battle against the U-boats, to say nothing of the millions of miles flown by our pilots patrolling the vast stretches of the ocean.

From our entry in the war we know definitely that we sank 126 U-boats, most of them far from shore. We probably sank many more than this but in the Atlantic definite proof must be obtained before credit for a "kill" is given. Searching for these U-boats was like looking for a needle in a haystack. For the most part, they were scattered over thousands of square miles of ocean. Apart from the hazards involved and the patience required there was the rugged Atlantic weather to battle.

The number of ships in the usual convoy ranged from 24 to 60 with eight to nine escorts respectively to protect them. The largest convoy consisted of 119 ships plus nine escorts.

Our convoys operated on a schedule. Every five days a convoy departed from the East Coast for the United Kingdom, Iceland or Africa. At any given moment we had at least 450 cargo ships at sea and 75 escorts with them.

The speed of the convoys varied, depending on their cargoes and destinations. Some made only six or seven knots, others 10 knots. Troopship convoys, of course, with their valuable cargo, were heavily escorted and got across as quickly as possible at speeds ranging to upwards of 15 knots.

Seeking out and destroying U-boats and keeping the sea lanes open is but one of the many jobs of the Atlantic Fleet. The forces of the Atlantic Fleet conducted the amphibious operations against the enemy in Morocco, and participated actively in Sicily, Italy, Normandy and southern France.

Atlantic Fleet training commands, organized after Pearl Harbor to ready for war the tremendous flow of ships from America's industrial yards, have shaken down upwards of 1,500 combatant and auxiliary types and nearly 3,000 amphibious vessels. Tens of thousands of officers and nearly a million men have been trained by these commands.

These ships and men provided the trained personnel and superior equipment which licked the U-boats and safely escorted American troops and material to Europe and Africa to victory. These newly trained ships and men gallantly and effectively engaged the enemy in battle in the Pacific, some within a matter of weeks after their departure from the Atlantic training area.

Our extensive facilities for pre-commissioning and shakedown training fit new ships for combat. Our "refresher" training keeps the fleet up-to-date and

THE ACTION: Whaleboat from DE Pillsbury bears down on Nazi U-boat from starboard quarter. Boarding party braves death to get the sub, for her sea cocks are open and for all they know she is set to blow up in the customary way of Nazi scuttling. Another party from the Guadalcanal boards the foundering sub (above) and goes below to shut the scuttling valves. The men have to be shut up in the hull so seas won't pour down the hatch . . .

allows those getting ready for combat for the first time to profit bythe experience of the men from the war zones. We have advanced training in specialties such as antisubmarine, antiaircraft and amphibious warfare; communications, damage control, and interception of enemy planes. This adds up to continual progress toward final victory.

Since 1 January of this year more than 800 ships trained in the Atlantic have passed through the Panama Canal to join our forces in the Pacific.

For the future, the Atlantic Fleet will train the newly commissioned ships and those returning from the European theatre of operations and will continue to raise the proficiency level of the United States Fleet with refresher and specialty training.

When German heavy ships were at Brest the Atlantic Fleet maintained a task force at sea in readiness to intercept any of these ships that might slip out to raid the Atlantic. Similarly when German heavy ships were stationed in Norway a detachment of the Atlantic Fleet operated with the British Fleet and participated in an attack in Norwegian ports.

Geographically the Atlantic Fleet's operations are spread out from the North Pole to the Falkland Islands, from the eastern coasts of North and South America to Africa and Europe. Bases for extended operations and training are located not only within the continental limits of the United States but in Argentia (Newfoundland), Iceland, Trinidad, Greenland, Brazil and Bermuda.

At Greenland the Atlantic Fleet has maintained a detachment, largely of Coast Guard vessels. These vessels and aircraft have carried supplies to stations along the Greenland coast and through the ice to inaccessible areas of Greenland and the Atlantic. They have rescued aviators found on the ice cap and performed escort duty between Greenland and North America. The latter services were most important when the importation of cryolite from Greenland was a vital factor in aluminum production.

Realizing the importance of Greenland as a base for weather operations the Nazis made frantic attempts to establish themselves in that area. Last year a small Atlantic Fleet detachment of Coast Guard cutters smashed a Nazi attempt to establish a weather

Official U. S. Navy photographs

THE CAST: Capt. Gallery who commanded the Guadalcanal and task group, and Lt. Albert L. David who led Pillsbury's boarding party, were among the show's stars. Other stars were the first boarders—Chester Mocarski, GM1c; William Riendeau, EM2c; George Jacobson, CMoMM; Zenon Lukosius, MoMM1c; Gordon Hohne, SM2; Wayne Pickles Jr, BM2c; Stanley Wdowiak, RM2c; and Arthur Knispel, TM2 (left to right in photo above).

. . . Skipper of the Guadalcanal himself goes below to check for likely boobytraps. Then the boarding party secures a towline on the prow of their prize (above) and the Guadalcanal takes her in tow four days until relieved by the fleet tug Abnaki. Navy men set the sub's screws so they recharge her batteries as she is towed at high speed by the CVE (above). With the batteries back in shape, the U-boat's own equipment is used to pump her out.

station on the northeast coast of Greenland, capturing another weather station, taking a German radio station and fighting off a twin-motored bomber attack.

Before the war the Atlantic weather patrol was established in connection with the overseas flights of commercial aircraft. Since the war the number of weather stations has been more than quadrupled and the reports of the ships on the weather stations have aided materially in the conduct of operations not only in the Atlantic but in Europe. Atlantic Fleet ships have also served as plane guards for overseas flights.

These far-flung operations of the Fleet in the Atlantic, the United Kingdom and the Mediterranean presented a difficult logistics problem. Supplying the men, material and ships in this vast area is also a function of the Atlantic Fleet.

At present the Atlantic Fleet is operating an extensive network of beacon and rescue ships to guide and safeguard the planes returning from Europe, to the Pacific. The planes are loaded with casualties and with personnel who are to be readied for duty in the Pacific. The setting up of this network has been quite a complicated undertaking. Ships of the Atlantic Fleet are spotted in the North and South Atlantic and are on the alert to effect rescues should any of these planes be downed.

The Allies made a great team out there in the Atlantic. On numerous occasions we operated jointly with the British. Throughout the war we operated with the Canadians. Nothing was left to be desired in our relationships and mutual understandings of each other's problems and the methods to be employed in solving them.

The commanders of the Eastern, Caribbean, Gulf and Panama sea frontiers figured prominently in the Battle of the Atlantic. They kept our coastal areas clear. They too, share in the success of the Battle of the Atlantic.

I would not want to let this occasion pass without taking my hat off to the officers and men of the Atlantic Fleet. That goes for regulars and reserves. I make no distinction. We are all in the Navy. Our reserve officers and reserve enlisted men acquitted themselves with honors.

Every officer and every man of the Atlantic Fleet, at bases, training stations, aboard battleships, cruisers, carriers, submarines, destroyers, destroyer escorts, frigates, tugs, in fact, every conceivable type of surface and aircraft did a tough job well.

Official U. S. Navy photographs

. . . Captured Nazis in bow of Chatelain see their scuttling attempt foiled and the U-505 taken in tow by the Guadalcanal, which earlier had dodged the lone torpedo they fired. Prisoners wore dry clothes and smoked cigarets issued them by the Navy. Final act came last month when Captain Gallery presented the U-505's flag to Admiral Jonas H. Ingram, Commander-in-Chief, Atlantic Fleet. The trophy is destined for Navy's archives at Annapolis.

Cruiser Sante Fe moves off from carrier Franklin, apparently about to capsize after being bombed off Japan.

'BIG BEN' COMES HOME

High Courage of Her Crew Saves Carrier Franklin After Attack off Japan Causes 1,000 Casualties; Ship Sails 12,000 Miles to New York for Repairs

A SHIP which the Japanese boasted they had sunk is safely back in New York. The enemy's boast was not entirely unreasonable, for this ship was in such condition as a result of explosions and fire caused by aerial bombing that she should by all accounts have gone to the bottom. That she was saved is due to the superhuman efforts of the survivors of her crew who, with the high courage that is the rule among Navy men at sea, fought a seemingly hopeless battle against searing flame and destructive ammunition blasts within 60 miles of the Japanese coast.

She is not one of the Navy's "hero ships." She had participated, along with many others of her kind, in attacks against the dwindling sea power of the Japanese Empire, carrying her full share of the burden. During her stay in the Pacific area she had no opportunity to win laurels such as have gone to her more battle-experienced sister warships. But in her hour of travail, the American men, young and not so young, who comprised her crew wrote another bright paragraph in the long story of naval heroism at sea. The kind of fight they waged to save their ship is typical of what their fellow seamen have frequently done during the Pacific war. Other stories involving ships which were saved by their heroic crews to return to battle after sustaining damage must in many cases remain cloaked by security for some time.

The ship is the USS *Franklin*, 27,000-ton carrier of the *Essex* class. After sailing home more than 12,000 miles, manned by a skeleton crew of survivors, her charred and battered hull rests in the Navy Yard at Brooklyn, New York.

Many of her crew will again go to the combat area to help deliver the final blows which crush the enemy. But many others of her original complement will never man planes or guns again. Three hundred forty-one lost their lives in the fight to save their ship. Four hundred thirty-one others are missing. More than 300 were wounded.

The ship was operating with the Fast Carrier Task Force on the morning of 19 March in the air strike against remnants of the Japanese Fleet sighted in the Inland Sea. Many of her planes were still on deck, loaded with bombs, rockets and machinegun ammunition, preparing to take off.

Suddenly, a Japanese dive-bombing plane streaked down out of the clouds. He was no suicide pilot. He was doing a straight dive-bombing job. Pulling

Official U. S. Navy photograph

Driven back by flames, crewmen cluster forward on flightdeck as they await assignment to firefighting details.

out of his dive at low altitude, he released two armor-piercing 500-pound bombs. Both scored hits. One detonated beneath the flight deck on which the armed planes were spotted ready for take-off. The second bomb went off on the hangar deck, where other planes, fueled and armed, were waiting to be taken to the flight deck.

Within a minute after the enemy plane had dropped its bombs, it was shot down by pursuing fighters of the carrier's combat air patrol. But the bombs, exploding where they did, had started a train of fires and explosions which for hours were to rend the carrier's frame.

Many major explosions followed the initial blasts. Large bombs exploded and threw men and planes the length of the ship. Smaller bombs, rockets and machinegun ammunition killed dozens of men who had survived the first explosions. Many tons of bombs and ammunition had exploded aboard the carrier and the resulting fires were fed by thousands of gallons of aviation gasoline.

The whole after end of the carrier's flight deck had become a mass of flames and smoke. Airplanes disintegrated, as did their pilots and crewmen. Aviation gasoline poured over the sides of the hangar deck like a blazing Niagara. Bombs, rockets, bullets, splinters of wood and steel fell all around survivors who hugged the decks for safety. There was no panic.

Saved by a Mattress

This is what it was like aboard the burning *Franklin*, told by Pfc. Julius F. Payak, USMC, Portage, Pa., who was brushing his teeth when the first bomb exploded:

"When I looked up, the mirror in front of me was gone, and I decided it was time for me to go, too, I ran into a compartment, just about 75 feet from where the bomb had hit. . . . The smoke was starting to get me. My mattress was nearby, and it occurred to me that there should be some air in it. I tore off the cover and buried my nose in the mattress. After a while I tried to get out, crawling along the deck, and finally made it to the ammunition-transfer room, where it was possible to get some air because the uptakes were open. When I regained some strength I found a hose and helped to fight the fires."

When many of the ship's regularly assigned damage-control parties were either killed or trapped by flames, volunteer fire fighters took charge. It was not uncommon for a pilot, a mechanic, a ship's officer and a steward's mate to be manning the same hose. Everywhere, the slightly wounded and those who had escaped injury fought desperately in the face of exploding ammunition to bring the fires under control.

One of the persons eminently responsible for organizing the fire fighters was the ship's Catholic Chaplain, Lt. Comdr. Joseph O'Callahan, USNR, of Boston, Mass. The lean, scholarly Jesuit rushed about the horribly exposed slanting flight deck administering last rites to the dying and then led officers and men into the flames, carrying hot bombs and shells to the edge of the deck for jettisoning, inspiring everyone about him with his high spirit. Father O'Callahan personally recruited a damage-control party and led it into one of the main ammunition magazines to wet it down and prevent its exploding. One of the carrier's senior officers pointed out that the Padre had risked his life on at least

Official U. S. Navy photograph

Firefighters scatter and debris flies aloft as one of a series of explosions convulses the cripped Franklin.

10 occasions and called him "the bravest man I ever saw."

Below decks, several hundred men were at breakfast in their messing compartment when the initial explosions shook the ship. Smoke, flame and smashed bulkheads blocked all available exits. When the oxygen began to grow scarce, panic seemed imminent. James E. Russell, SM1c, USNR, Richmond Va., told how the flight surgeon, Lt. Comdr. James L. Fuelling, (MC) USN, Indianapolis, Ind., averted the panic.

"Everybody sit down," the doctor ordered. "We're trapped here for the time being. Stay calm and be quiet. Use as little air as possible. Stay close to the deck and say a prayer."

The men waited, and rescue finally came. Lt. Donald A. Gary, USN, a former enlisted man, from Oakland, Calif., promising the men he would return, left the messing compartment, groped through the suffocating smoke and flames for a way out. When he succeeded in finding an exit, through the ventilation tubing to the flight deck, he returned and made trip after trip, leading survivors to safety. All but one of the trapped men were saved.

A Marine orderly, 19-year-old Cpl. Wallace L. Klimkiewicz, USMCR, Jersey City, N. J., when ordered to abandon ship, requested and obtained permission to man a forward 40-mm. anti-aircraft gun. He stayed at his weapon, as did the crews of the other undamaged guns, in face of repeated determined attacking waves of enemy planes. Although many more bombing runs were attempted, the accuracy of the stricken carrier's remaining guns turned the enemy back before more hits could be scored.

James P. Odom, MM1c, USNR, Waynesboro, Miss., was standing his watch in a fireroom when the Jap bombs touched off terrific explosions from ready ammunition magazines and ready-boxes. Disregarding his own safety, Odom donned a gas mask, remained at his station and kept steam up in one of the ship's boilers for three hours. Finally, almost overcome by

OVER THE SIDE

Louis A. Vallina, MM1c, USNR, of East St. Louis, Ill., was standing on the fantail of the *Franklin* when she was hit. Twice he started to jump over the side, but both times changed his mind for fear he would be dragged under and drowned.

Then:

"Suddenly, as I stood out on the fantail, a terrific explosion blew me off the ship, and I landed so far out in the water I didn't have to worry about being sucked under."

Vallina, who had no life belt, hung on to a drifting empty powder container until hauled aboard a destroyer. For Edward D. Mesial, SK2c, USNR, of Flushing, N. Y., the journey from flaming carrier to rescue ship was more direct.

"I managed to crawl on my stomach to our carrier's catwalk after being trapped below," he related later. "I could hear people yelling for me to crawl over the side onto a cruiser which was picking up wounded personnel, but my legs wouldn't respond anymore. So I just lay there on the catwalk, hoping my strength would return, when the ship listed heavily to starboard—and I tumbled right onto the cruiser."

Official U. S. Navy photograph

Jets of fire flicker from muzzles of twin cannon as a crown of flames mantles one of carrier's 5-in. gunmounts.

the smoke, he made his way to the charred flight deck and manned a fire hose. Then, the fires under control, Odom volunteered for a rescue party and worked ceaselessly in helping to bring trapped men topside. Over a stretch of five days, the Mississippian slept a total of six hours. He was promoted to chief machinist's mate on the spot for his heroism.

Gerald Smith, F1c, USNR, Oswego, N. Y., risked his life to keep fire hose in operation during the desperate hours in which the ship was threatened by the spreading flames. As the cruiser *Santa Fe* came alongside to take off wounded, one of the fire hoses which had been pumping water on the carrier's flight deck was slashed in two. Smith volunteered to remove the fouled hose and bring a new line into play. Held by the ankles by two of his shipmates, he dangled head down over the deck edge, and unfastened the damaged hose while the *Santa Fe* kept banging up against the gun sponsons on the side of the carrier.

But while heroic survivors were battling to keep the blazing ship afloat, men were dying by the scores. Below decks, a warrant officer was walking along a passageway when a blast threw him 40 feet against a steel bulkhead. Other men were blown clear of the ship and drowned or were killed outright by the force of the bomb concussions. Hundreds of other survivors were picked up by destroyers assigned to patrol the area. Two destroyers, the USS *Hunt* and USS *Marshall*, rescued more than six hundred of the *Franklin's* crew; the *Hickox* and *Miller* saved others.

In the first hour that followed the attack, the condition of the carrier grew steadily worse. Groups of men were trapped in the stern. Others began to go over the side to escape what seemed to be certain death. But damage-control parties succeeded in flooding some of the magazines below decks.

At about 0930 the light cruiser *Santa Fe* came alongside to remove wounded. The two ships were so close together that gun platforms on the *Franklin's* starboard side were damaged. Scores of wounded were removed from the carrier by makeshift mailbag breeches-buoys, and others were carried out on the carrier's horizontal antennae masts and lowered into the waiting arms of bluejackets on the *Santa Fe's* deck.

The rescue operation had to be interrupted, however, when one of the carrier's forward 5-in. gun mounts caught fire and threatened to explode. The *Santa Fe* drew away until the danger passed; then she came alongside again to continue for another hour and a half her mission of mercy. When all possible wounded had been taken off, the surviving members of the carrier's air group were ordered to leave the ship.

Early in the afternoon, when the fires had been brought under control, the listing carrier was taken in tow by the heavy cruiser *Pittsburgh*. Overhead, fighters flew a constant protective patrol. By morning of the following day (20 March), one of the carrier's firerooms had resumed operation, adding two knots to the *Pittsburgh's* towing speed, and the severe list had been corrected.

During the day, more boilers were put into operation, and the towline was dropped. But the ship was still in bad shape. She had no electric power and very little food. A small walkie-talkie, powered by batteries, was her only radio equipment. The steering gear was completely wrecked, and it was necessary to control her heading by varying the speed of the main engines.

But the courage and determination of the men who manned the ship pulled

Official U. S. Navy photograph

Streams of water spout from cruiser Sante Fe in attempt to extinguish gasoline fires on Franklin's hangar deck.

her through. The skeleton crew which had been kept aboard worked day and night to insure that the ship would stay afloat. So well did they do this job that the carrier worked up to 23 knots speed under her own power.

On 21 March the *Franklin* reembarked about 300 of her men from other ships which had picked them up. An offer of additional crewmen, food and equipment was refused. The ship's walkie-talkie radioed back:

"We have plenty of men and food. All we want to do is get the hell out of here."

On 22 March the *Franklin* and a cruiser escort headed for home. She reached New York with her main mast leaning at a sharp angle, her foremast a jagged stump, her steel plates buckled and torn and her flight deck completely destroyed. She had lost a greater number of men and sustained more battle damage than any ship ever to enter New York harbor under her own power.

A tribute to the spirit of the officers and bluejackets who man the Navy's fighting ships, this "Fighting Lady" stayed afloat as others have similarly survived through the heroism of those who manned them. It is also a high tribute to the skill and devotion of those who design and build these sturdy warships for the Navy's fighting fleets.

The *Franklin* was built by the Newport News Shipbuilding and Dry Dock Company, Newport News, Va. She was launched 14 Oct. 1943 and was commissioned 31 Jan. 1944.

Franklin a Young Veteran Of Action in the Pacific

The *Franklin* had previously been damaged in action against the Japanese and returned to the battle areas only shortly before 19 March, the date on which she was bombed again.

On 14 Oct 1944, a year to the day after she had been christened by Capt. Mildred McAfee, USNR, Director of the Women's Reserve, the *Franklin* was attacked by four Japanese torpedo planes during a two-day strike at Formosa. Previously the carrier had been through the support phase of two invasions and had participated in six carrier strikes against Japanese-held islands.

The Japs attacked at dusk.

They came just as the last of the *Franklin's* planes was preparing to return aboard from sorties that had smashed Japanese installations, sunk and damaged several Japanese merchant ships, accounted for six Japanese planes in the air and 54 on the ground.

They were spotted from the bridge. Barely had the warning, "Torpedo Attack!" been called into the loudspeaker system when antiaircraft guns on the carrier's island and the port side poured death into two of the Bettys—but they had already launched their lethal load.

One torpedo crossed the *Franklin's* bow. Another slid just below the fantail—missing by a few feet the giant screws. Maneuvering avoided them.

Lt. (jg) Albert J. Pope, USNR, Atlanta, Ga., the pilot of the last of the *Franklin's* planes seeking to land, was waved off. He spotted the attackers as he soared over the deck, zoomed upward, turned, dived on the tail of a Jap about to attack and splashed the Jap with his first burst of machinegun fire.

Another of the enemy planes, hit by the port batteries, skidded in flames across the *Franklin's* flight deck and fell into the sea. It narrowly missed

Lt. Daniel M. Winters, USNR, Brooklyn, N. Y., assistant landing signal officer, who fell flat on the deck. A wing tip ripped out the seat of his trousers.

One man was killed and nine were wounded in the engagement. Comdr. Joe Taylor, USN, Jacksonville, Fla., air officer on the carrier who went through the Battle of the Coral Sea and other engagements without a scratch, sustained his first battle injury—a broken finger.

It was off the Philippines late that October, during the Battle for Leyte Gulf, that the *Franklin* was again attacked by Japanese planes while her own were smashing enemy targets on Luzon. The *Franklin* was moving in formation when a Jap Zero scored a direct hit aft on the flight deck. The aerial bomb set fire to the flight deck and a nearby plane and penetrated to the hangar deck, causing additional fires.

The flames were brought under control in less than two hours, and meanwhile the planes of the *Franklin* were taken aboard by nearby carriers. Damage necessitated the *Franklin's* returning to the States for repairs. They were made at the Puget Sound Navy Yard, Bremerton, Wash., and the *Franklin*—called "Big Ben" by her crew—returned to service. Navy Yard civilians and ship-repair unit trainees worked night and day to put the ship back in action in the quickest possible time.

On 16 June 1944 the *Franklin* had left Pearl Harbor for her first engagement with the enemy. Air Group 13 on board, was under command of Comdr. Charles C. Howerton, USN, of Quero, Tex.

The first strike was against the then Japanese-controlled island of Iwo Jima on 4 July. With appropriate fireworks, the island's airfields were temporarily neutralized. Later in July the *Franklin* was part of a task force which supported the invasion of Guam.

Another air smash on the Bonins was made in the first part of August. The air group accounted for three Japanese destroyers and four merchant vessels. The *Franklin* next prepared for the invasion of the Palaus. En route to Peleliu, first of the Palaus to be hit, "Big Ben" made another trip to Iwo Jima. She again neutralized Jap airfield facilities and destroyed 52 planes in the air and one on the ground.

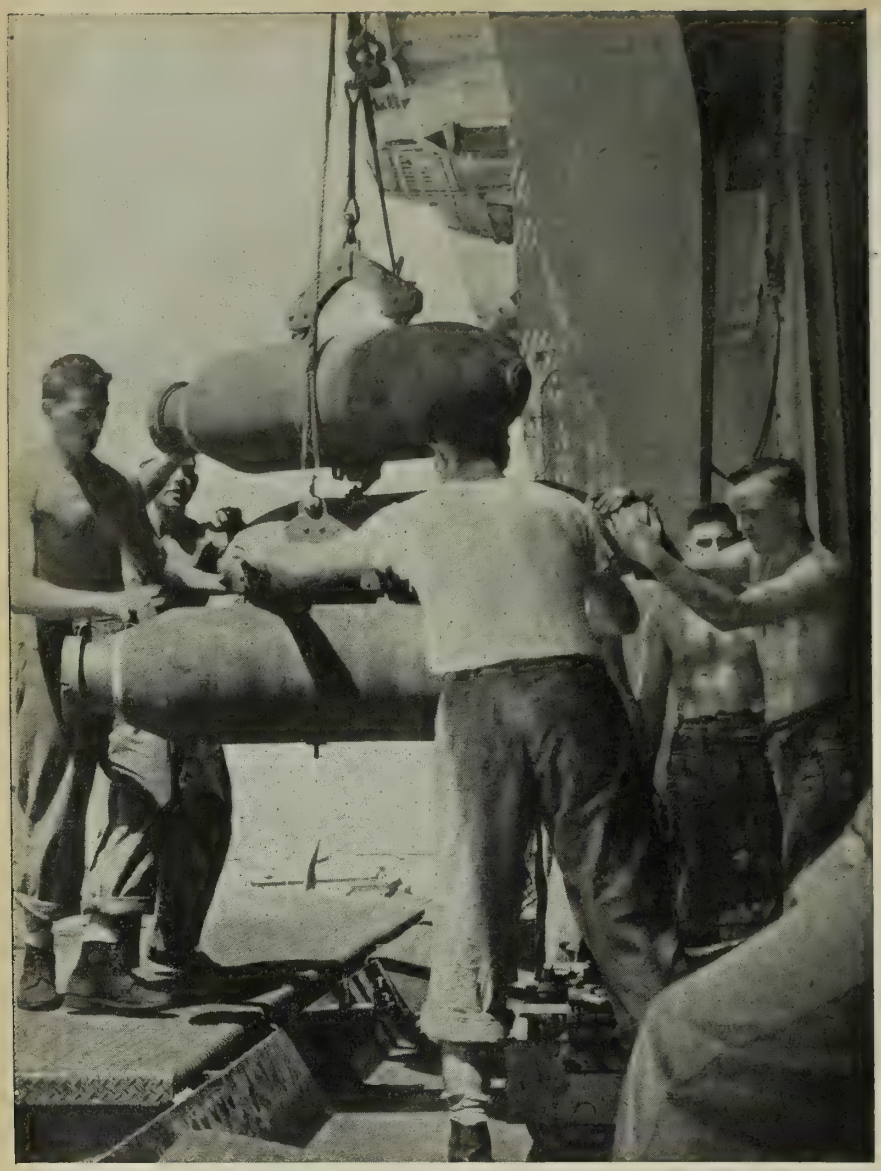
Then followed the titanic blows which the *Franklin*, as part of Admiral William F. Halsey's 3d Fleet, helped pour on the Japanese in their own backyard, hitting first at the Philippines, then entirely enemy-held, and then striking the Ryukyus and Formosa.

During these actions, Air Group 13 was credited with downing 87 Japanese planes and participating in destruction of another. Pilots of the group took part in sinking or damaging 148,500 tons of enemy warships and 275,000 tons of merchant shipping.

SURVIVORS, including some of the injured, wander about the Franklin's flight deck as they await transfer to the Santa Fe, secured alongsile. Carrier's casualties included 341 killed, 431 missing and more than 300 wounded.

Official U. S. Navy photograph

WRECKAGE litters deck as Franklin heads home for repair. Picture above was taken after she had passed through Panama Canal into the Atlantic. Below men and officers muster topside as she nears New York's Brooklyn Bridge.



BOMBS are taken aboard a carrier in a far Pacific anchorage. They were relayed to carrier through an advance base. Now they will be relayed to Japs.

Official U. S. Navy photographs

ADVANCE BASE puts supplies and service forces in quick, easy reach of the Fleet. Pacific war acceleration will probably see more and bigger bases.

BASES LOADED!

WITH Germany and Italy knocked out of the box, the Navy goes to bat in the last inning of the war with bases loaded. They're advance bases and they're loaded with what it'll take to blow up the last Axis pitcher—Japan. We have 300 of them now, integrated in a global network, and as the giant task of moving our full forces and supplies into the Pacific proceeds, these will undoubtedly be expanded and multiplied.

Advance bases are the Pearl Harbors of supply, repair and manpower that follow the fleet and make possible its advances. More than 100,000 tons of supplies move over the network each day. Five million different items—from corn flakes to drydocks—are delivered where they are wanted when they are wanted, despite the fact that vast Pacific Ocean distances limit supply ships to only three round-trips annually.

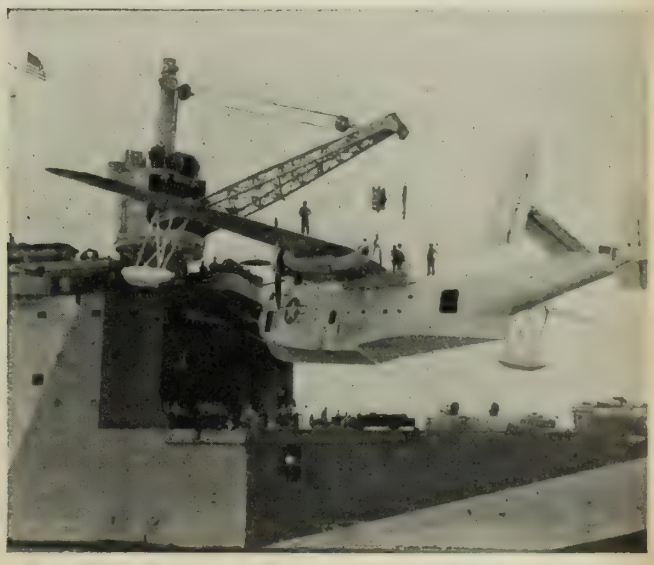
Through advance bases is channeled one-fourth of the industrial output of the United States by the various technical bureaus of the Navy Department, all coordinated by the Office of the Chief of Naval Operations, directed by Admiral Frederick J. Horne, USN, Vice Chief of Naval Operations. Actual operation of bases is under theater commanders, but each of the Navy's bureaus is responsible for the procurement and maintenance of items within its sphere.

In the Navy's scheme of advance bases is one of the greatest instruments of naval administration. A cross between Aladdin's lamp and a mail-order catalogue, it's called "Functional Component Catalogue." From its lists a commanding officer can order exactly the size and type advance base needed to supply any operation or any special Navy activity. These can vary from a waterfront fire-protection unit of one man and three tons of materials to an advance base unit of several hundred officers and thousands of men, including Seabees to build the base.

Good example of how the advance base network pays off is the Battle for Leyte Gulf. The Jap fleet steamed out of hiding to do battle because it figured something like this: The U. S. 3d Fleet must be low in ammunition after being away from its base two months and engaging in 16 combat actions; the U. S. 7th Fleet also must be low in ammunition after pouring tons of explosives into Leyte to pave the way for the landings. But the Japs reckoned without the long reach of Navy supply. The fleets of Admiral Halsey and Admiral Kinkaid had powder, guns and guts aplenty, enough at any rate to sink three Jap battleships, four Jap carriers and seven Jap cruisers, and send more than 30 other Jap warships limping off licking grievous wounds. Supplies had gone through—clean through to the Japs.

FLOATING DRYDOCK cradles a ship that has put into an advance base for repairs. The ship will be back in action weeks earlier than if it had to return to mainland for overhaul. Some floating drydocks are sent to bases in sections.

POWDER is taken on a battleship. Supply ship delivering it from advance base is alongside (right background).



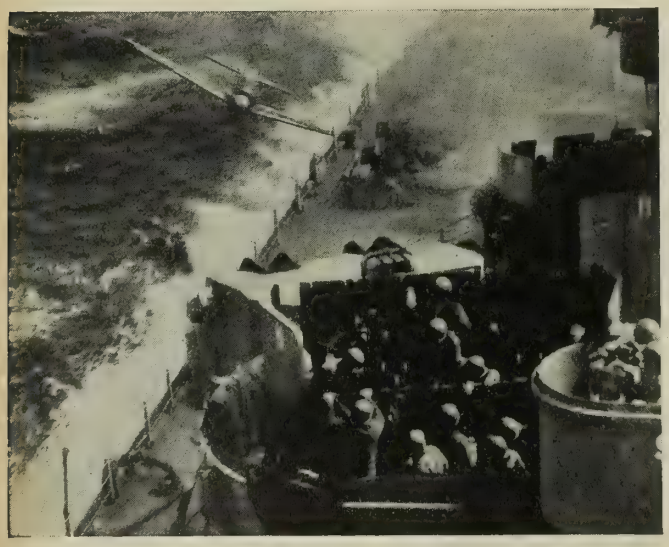
Official U. S. Navy photographs

SEAPLANE tender hoists aboard a PBM at an advance base. Spot repairs eliminate trips back to main bases.

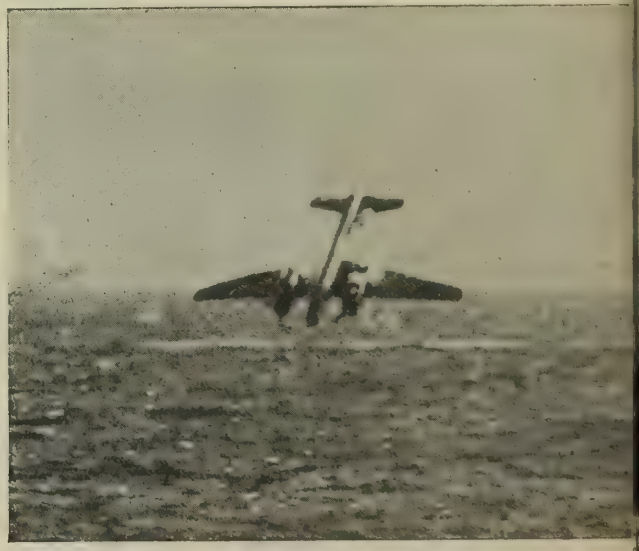
HARA-KIRI ON

Official U. S. Navy photograp

BAT OUT OF HELL: Trailing smoke, a Jap suicide plane overshoots its target, an Essex-class carrier, by less than 20 feet and dives into the Pacific. Japs have expende large numbers of planes in attempts to crash on our ship



LAME DUCK: Jap pilot tries to get his limping Zero on a U. S. warship's deck. Instead, he plunged into the sea.

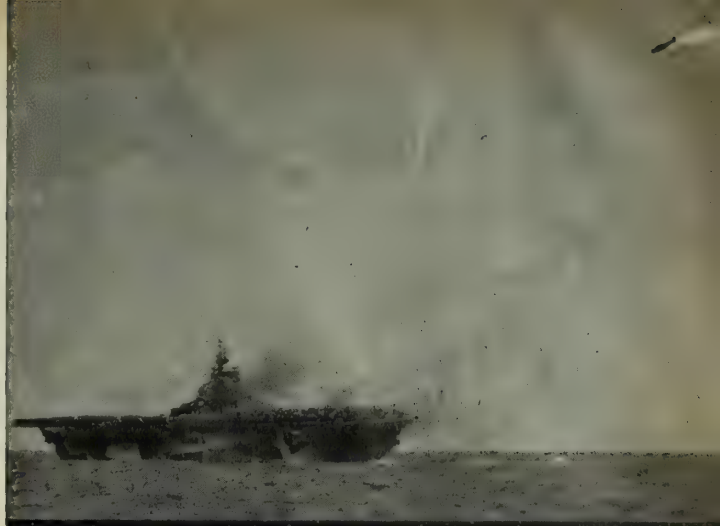


DEAD PIGEON: Both engines burning, this Jap bomb nosedives into the sea. A carrier's AA guns got he

WINGS

ithout seriously impeding our operations. But in nearly ll cases they have achieved one aim: Hara-kiri.

OOKED GOOSE: All the fight is burned out of this uicide plane as it whizzes astern of its intended victim.



1 Wreathed in AA guns' smoke, Essex class carrier tags suicide plane attacking on starboard.

2 Blazing Jap continues his dive, swishing comet-like over carrier. Piece of plane sails off to left.

3 Plane and its bomb load blow up in water. Carrier, unit of Task Force 58 off Kyushu, sails on.

OLD FAITHFUL

BUILT-IN GEYSER made the Birmingham unique among ships after Bougainville battle, when deck was cut to relieve pressure of water being shipped through hole in hull. Resulting geyser earned ship name of "Old Faithful."

EXPLOSION of the light carrier USS *Princeton* off the Philippines last October resulted in another ship's suffering one of the most devastating moments in naval warfare in the Pacific—with 229 officers and men meeting instant death and 420 injured.

These 649 casualties, more than three times the *Princeton's* own, were aboard the light cruiser USS *Birmingham* which for five hours had battled stubborn fires raging throughout the flattop, victim of a Jap divebomber.

In releasing the story of the tragedy last month the Navy Department announced that the *Birmingham*, veteran of numerous combat actions in both European and Pacific waters since her commissioning in January 1943, had returned to service after being repaired and modernized at the Mare Island Navy Yard.

Jap Divebomber Scores

Both vessels assisted in operations in support of General of the Army MacArthur's first landing in the Philippines. Earlier, raids had been made to knock out Japanese airpower; but by D+4, 24 October, the enemy recovered sufficiently to organize counterattacks directed in part at the 3d Fleet under command of Admiral William F. Halsey Jr., USN.

At 0940 a single Japanese plane which had concealed itself above the overcast made a sudden divebomb run on the *Princeton* and dropped a bomb in the center of her flight deck. There was an explosion and the *Princeton* dropped out of formation to fight the fire that ensued. The cruiser USS *Reno* and four destroyers, *Irwin*, *Morrison*, *Gatling* and *Cassin Young*, were ordered to stand by.

About 20 minutes later there were two violent internal explosions, possibly from bombs or gasoline, on the *Princeton*. She lost all motive power and was dead in the water, flames leaping from her deck to the overcast. The *Birmingham* then was ordered to reinforce the other ships at the scene and she undertook direction of the salvage operation.

Meanwhile, the abandon ship order was given aboard the *Princeton* and hundreds of men soon were in the water being picked up by the lighter vessels present. Her captain and a party of men remained aboard the *Princeton* in an effort to help save her.

Capt. Thomas B. Inglis, USN, of Houghton Lake, Mich., was CO of the *Birmingham*. As SOP and skipper of the vessel best equipped to fight fires, he determined to use a daring maneuver. To obtain the most efficient use of the *Birmingham's* fire-fighting capacity he ordered her run close alongside the *Princeton* on the windward side. The *Reno* meantime circled at a distance to give protection against possible plane or submarine attack.

Birmingham Fights Flames

"The entire ship aft the bridge was in flames and heavy clouds of smoke," Capt. Inglis said. "Minor-caliber ammunition was continuously exploding like strings of firecrackers inside the *Princeton*. There were occasional heavier explosions. There was some danger in keeping the ships alongside, but I was somewhat reassured by the innocuous effects of the internal explosions and soon we made good progress against the flames."

The first half-hour of fire-fighting

Official U. S. Navy photographs

NEAR MISS was scored on the Birmingham a year ago at Saipan. Except for two men injured and a 20-mm. gun damaged, the ship escaped unscathed.

gave promise of success in the battle to save the carrier. Also, a checkup showed there were no more men from the *Princeton* in the water.

By 1330 only a small fire was burning far aft and complete success seemed only minutes away when Japanese air raiders were reported approaching and one of the two destroyers made what appeared to be a submarine contact. Under the circumstances it was imprudent for the *Birmingham* to lay dead in the water moored alongside the disabled carrier so lines were cast off and she moved out and joined the circling screen to repel air attack.

The submarine contact proved false but it was an hour before the planes were turned back and the *Birmingham* could once again approach the *Princeton*. Everything was made ready to wind up the job. Men manned the fire hose, readied the tow lines and the mooring lines, formed the volunteer details and stood by their duty stations for the many other topside chores — manning the antiaircraft guns, signaling and maneuvering.

Magazine Explodes

The *Birmingham* had approached to within 50 feet of the carrier when the latter's magazine blew up. Men on bridges of the other ships saw the stricken vessels leap apart from the force of the explosion. The *Princeton* was enveloped in orange flames. Columns of acrid smoke poured out.

The decks of the *Birmingham* presented a scene of horror and agony. Blood ran so freely that sand had to be scattered for safe walking. Her topside structures were pierced by the spray of torn fragments of the *Princeton*. The stacks, deckhouse and antiaircraft guns and mounts were considerably damaged.

Capt. Inglis gave much credit to the only surviving medical officer aboard (the senior medical officer earlier had gone to another ship to perform an emergency operation), Lt. James H. MacArt, (MC) USNR, of South Orange, N. J., for organizing every possible aid for the stricken men and cutting the loss of life among the wounded. Additional medical help was obtained in a few hours.

Skipper Wounded

Capt. Inglis remained at the con to move the *Birmingham* from the danger of further explosions, although he was suffering from severe burns and a broken arm. There also was imminent danger from nearby enemy airfields and the executive officer, Comdr. Winston P. Folk, USN, of Franklin, Tenn., despite painful shrapnel wounds, hurried about the ship reorganizing gun crews and speeding first aid. He took command of the ship when Capt. Inglis was forced to relinquish it because of his injuries.

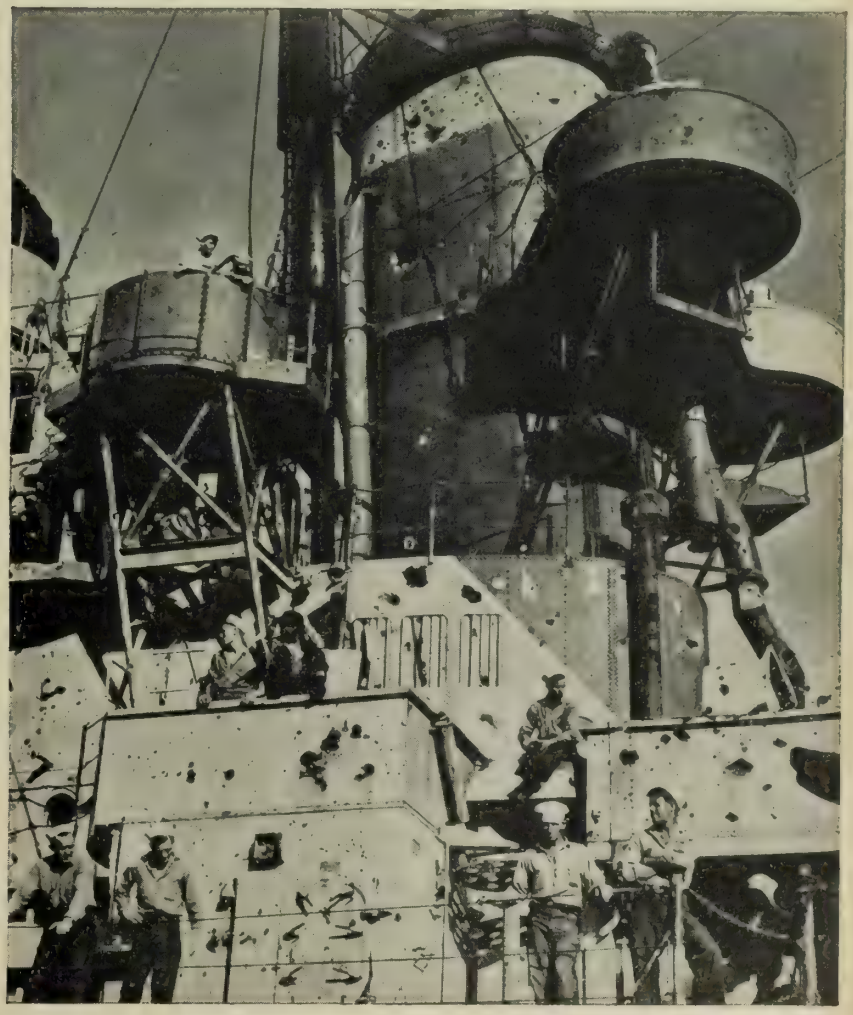
"The behavior of the crew," said Capt. Inglis later, "was magnificent . . . beyond my ability to describe. Where confusion and hysteria might have been there was nothing but order, coolness and selfless devotion to duty, ship and shipmates.

"Our steel ships also are served by iron men."

. . . A STEEL SHIP WITH IRON MEN

1 Birmingham crew break out fire hoses to aid burning Princeton.

2 Cruiser loses out to fire as the Princeton's magazine blows up.



Official U. S. Navy photographs

3 Riddled by a rain of steel from the explosion, the Birmingham looks more like a sieve than a cruiser, but was able to steam to a U. S. port.

ALONG THE

Benefit Banzai

The Japs aren't such bad little fellows at that. Did you know, for instance, that they put on a benefit event for the Navy Relief Society on Corregidor? 'Safact . . . they staged a banzai charge for the NRS.

It was this way. During the early hours of the second day of the assault on the Manila Bay fortress, the Japs came squealing out of their caves in a banzai charge near the beach. A radio call was sent to the destroyer *Converse*, standing offshore, requesting one star shell per minute over the area from which the attack was coming.

The *Converse's* gunners went into action before you could say "Hirohito." Star shells splashed the black sky into Broadway brightness. The screaming, onrushing Japs were silhouetted sharply . . . and promptly eliminated.

Gratefully, the next day, the men on the beach sent souvenirs to the *Converse's* crew. There were Jap rifles, spears, helmets and cigarets. The souvenirs were raffled off among the crew . . . and the proceeds donated to the Navy Relief Society.

The Plans of Men . . .

This is the story of a case of canned white crabmeat, and its travels . . .

Once upon a time, some cans of the toothsome morsels were packed by Japanese workers and shipped to the British Officers' Club in Singapore.

Came the war, and the Japs captured Singapore and the British Officers' Club and, so sorry, please, the crabmeat. They sent the honorable spoils to their honorable officers' club on honorable Saipan.

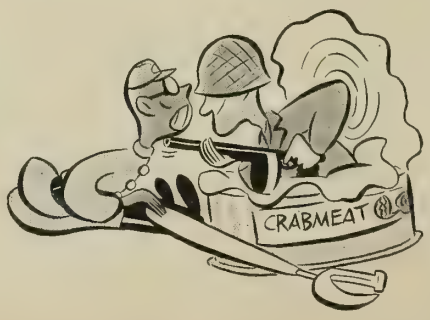
Came the Marines, and they captured Saipan and the Japanese Officers' Club, and, so happy, thanks, the crabmeat. They presented the delicacy to Lt. (jg) William N. Trull, USNR, for an officers' mess in Service Squadron Ten.

The other day came word from the Pacific:

"The crabmeat story can go no further . . . we have eaten it all!"

Squeeze Play

The USS *Menominee*, chunky little fleet tug, has been out in the Pacific two years. In her good samaritan role, she has saved 12 ships and pulled 20 others off reefs. But if you ask her crew they'll probably tell you that her most unusual rescue operation concerned not a ship but a man. . . .



It happened one night when the tug was resting peacefully in a harbor. From a nearby cruiser came an urgent call: A radioman was trapped in a flooded compartment. He had been caught in an emergency radio room in the outboard corner of a larger compartment which had been flooded when the cruiser was hit the preceding day. The room was inaccessible from two sides because the larger compartment was flooded with oil. Rescuers could not get to him through the outboard side because it was below water level, and no rescue could be effected from overhead because the compartment above was flooded with 18 inches of oil. It all meant that the only approach to the trapped man was through the forward bulkhead of heavy armor-steel.

At first, the cruiser's engineers hesitated at cutting through that, thus possibly weakening a mainstay of the dangerously damaged ship.

However, the rescue party from the

ROAD TO TOKYO

tug decided that saving a life was worth the risk. They set to work with an acetylene torch to cut a hole large enough to free the radioman. Fumes and heat from the torch became unbearable in the little radio room and the trapped man felt himself losing consciousness. So the rescue party quickly cut a small hole in the steel bulkhead and slipped a drinking hose through it to provide fresh air while the larger hole was being cut. And, in time, the radio man squeezed through to safety.

". . . Into My Parlor . . ."

And now comes the story of an airfight in which a Jap plane was chased and destroyed without a shot fired!

On routine patrol over Luzon, a PB4Y spotted a Jap Jake below, about five miles ahead. The huge four-engined Navy search plane, piloted by Lt. (jg) Sheldon L. Sutton, USNR, Maiden, Ill., gave chase. The enemy seaplane's pilot spied the big craft whooshing down and, nosing over, made a bee-line for the island of Luzon. Over the beach and across the island, the planes flew. Each time the Jap tried to turn away, the search plane "cut the corner," forcing him further inland and closing the distance between them. The Jap, in his desperate attempt to escape, slipped lower and lower until he was only 25 feet off the ground and the pursuer merely 50 feet higher.

With the big Navy plane continually closing the range, the chase roared into a valley. There the Jap found himself in a pretty mess, hemmed on each side and in front by hills and in the rear by the PB4Y. Frantically the Nip, still just beyond reach of the PB4Y's guns, tried to wheel and wing over one of the hills. But his turn was both too little and too late . . . and he crashed in flames.

On the other hand, the PB4Y made a successful 180-degree turn, skimmed over the hill and headed back home.

Grinding a Meat Ball

1st Lt. Robert R. Klingman, Marine Corsair pilot, also believes in doing things the hard way, apparently. At least, he believes in doing them at all costs. He couldn't use his guns, and he didn't have any convenient cliff to chase his Jap against, but is was his first crack at a Nippo and he was determined not to let him escape. So, quite methodically, he chopped the Nip plane's controlling mechanism to pieces with his propeller and sent the craft plummeting earthward. . .

It happened over Jap-held Amami Island north of Okinawa. Flying at 10,000 feet, the 28-year-old Binger, Okla., aviator saw vapor trails of a Jap reconnaissance plane far above. Climbing to 45,000 feet, he got on the tail of a Nick, new Jap twin-engined bomber, only to find that the high altitude's low temperature had frozen his guns.

Nevertheless, Lt. Klingman hung on. Fortunately, the Jap's rear gunner was also unable to fire and fight off the Marine's swoop. The Corsair's first charge slashed off about two feet of the tail. On his second pass, Lt. Klingman rammed his plane into the rear gunner's cockpit. Then he attacked for the third time and cut the rudder completely off, chopped up the horizontal stabilizer and elevator . . . and down went the Nip plane in a violent spin, carrying its crew toward certain death.

Lt. Klingman, short of gas and his engine damaged, glided most of the way home and made a deadstick landing just 10 feet short of the newly won runway on Okinawa.

D (for Debate) Day

How his navigation officer lost one debate before abandoning ship and another before being plucked from the Pacific is told by Capt. J. L. Pratt, USN, skipper of the USS *Bismarck Sea.* The CVE was mortally wounded off Iwo Jima. . .

"The third explosion reminded us that we had better get over the side quickly," Capt. Pratt relates. "All the men had already gone, so I told the navigator to go down the line and he said, 'Oh, no, after you, sir!' And I said, 'No, you'd better get down there now.' And he came back and said, 'Oh, I'd much prefer that you go first.' Well, it was necessary for me to remind him that I was supposed to be the last one off the ship . . . whereby, under orders, the navigator went down the line first. . ."

End of debate No. 1: The loser—the navigator.

"When he got into the water," the captain continues, "he was buffeted about quite a bit and when he arrived alongside the destroyer, he was suffering from fatigue. He was not a strong man physically, but he had indomitable courage. He missed the cargo net alongside and as he went by he called to a man on deck and said, 'You up there, throw me a line because I'm very weak.' The man on deck said, 'All right, we'll get a line to you.' The navigator said, 'Well, please get a line right away because I'm sure I'm drowning.' He was. But the man on deck said, 'Oh, no, you won't drown.' And the navigator said, 'Oh, yes, I will. You must throw me a line immediately. Drop that line to me.' So the man on deck threw the line down and the navigator grasped it. . ."

End of debate No. 2: The loser—the navigator: He didn't drown.

Invasion: Tokyo Style

Two days before the Marines slugged their way ashore at Iwo Jima, a lone, tiny YMS, flagship of a minesweeper group, chugged boldly to within 1,200 yards of the beach. Unconcernedly, she went about the task of surveying the assigned area for mines, and then turned seaward to rendezvous with her flotilla.

Just then, the Japs opened up with 3-inch and heavy automatic antiaircraft guns. As the little ship ploughed back to the flotilla, Jap shells churned the water all around her. . .

The next day Tokyo's radio squawked forth the news that "the enemy attempted landings" and "our defense garrison promptly repulsed same."

Out-of-Lion's-Mouth Dept.

His plane crippled in a mid-air collision with another divebomber, Lt. (jg) Ronald L. Somerville, USNR, Chillicothe, Mo., had to bail out. He landed smack into the middle of Kagoshima Bay, three miles off Kyushu, one of the Japanese home islands.

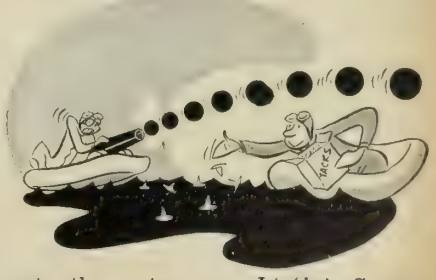
Struggling out of his parachute, the flyer climbed exhaustedly into his raft. Overhead, four Hellcats hovered . . . "I knew they were there to help me," he related. "Two were flying low, two more were higher up. Then I saw the Japs. Eight of them, Zekes, flying south. One must have spotted my dye marker in the water, for he peeled off and started toward me. I thought: Well, I got out of the last tough spot, but maybe this is the real one."

Before the Zeke could do anything, however, the four Hellcats swirled into action. Five Japs were shot down in the very first few minutes. One of the Jap pilots parachuted and floated down toward Lt. (jg) Somerville.

"I figured," Lt. (jg) Somerville said, "this'll beat all: a naval engagement, raft to raft, between me and a one-man Jap task force right there in the middle of Kagoshima Bay."

The U. S. flyer grasped his pistol in readiness for the Battle of the Rafts, but the wind carried the Jap down the bay and "I never saw him after he splashed into the water." Just then, the remaining Jap planes, seeing their 2-1 advantage gone, fled.

Minutes later, shepherded by other fighter planes, two seaplanes swooped



onto the water near Lt. (jg) Somerville, picked up him and a second American flyer who had been downed in the whirlwind air battle and whisked them home to their carrier.

MEDICAL CARE FOR DEPENDENTS

Answers to Questions Summarize Services Available to Families of Naval Personnel

IN response to numerous inquiries received from service personnel who have asked: "What medical care and hospitalization are my dependents eligible for from the Navy?" the following information has been compiled. It is based on the most recent instructions issued by BuMed to all Navy and Marine Corps activities, and applies to men and women in the Navy and Marine Corps, and to the Coast Guard while it is operating as a part of the Navy.

Whom does the Navy define as a "dependent"?

To be entitled to medical care and hospitalization dependents must be: a lawful wife, unmarried dependent children, adopted children or stepchildren less than 21 years of age, or dependent mothers and fathers.

Whose dependents are eligible?

Dependents of the following officers and enlisted personnel are eligible to receive hospitalization or medical care: (1) Of regular Navy, Marine Corps and Coast Guard personnel on active duty; (2) Of retired personnel of the regular Navy, Marine Corps and Coast Guard whether on active duty or not; (3) Of personnel on active duty with the Naval Reserve, Marine Corps Reserve or Coast Guard Reserve (other than reservists on training duty only); (4) Of personnel of the Naval Reserve, Marine Corps Reserve and Coast Guard Reserve who are retired with pay but not on active duty; (5) Of personnel transferred to the Fleet Reserve or Fleet Marine Corps Reserve after 16 or more years of service.

Are dependents of deceased personnel eligible?

The *only* dependents eligible are: (1) Widows of personnel who, when death occurs, are on active duty or on the retired list of the regular Navy, Marine Corps or Coast Guard; (2) Widows of personnel who, when death occurs, are on active duty of a *permanent nature* in the Naval Reserve, Marine Corps Reserve or Coast Guard Reserve; (3) Widows of personnel in the Naval Reserve, Marine Corps Reserve or Coast Guard Reserve who die on active duty during war or national emergency; (4) Widows of personnel of the Naval Reserve, Marine Corps Reserve or Coast Guard Reserve, who die while retired with pay but not on active duty; (5) Widows of personnel who, when death occurs, are not on active duty, but are members of the Fleet Reserve or Fleet Marine Corps Reserve, having been transferred thereto after 16 or more years of service.

Are children of deceased servicemen and women eligible?

No.

Are dependents of reservists called to active duty for short periods of training eligible?

Dependents of personnel in the Fleet Reserve or Fleet Marine Corps Reserve are eligible even though called to duty for a short period of training. However, dependents of other reservists called up for similar training periods are not eligible.

Are husbands of women in the service eligible?

No.

Are dependents of personnel confined by court-martial eligible?

Yes, except for dependents of prisoners whose sentences of dismissal from the service have been accomplished or whose enlistments expire during their confinement.

What proof of dependency is required?

Proof of relationship and dependency are best established if the dependent of an enlisted man or woman is currently receiving a family allowance from the Government, or in the case of an officer (or enlisted man in the top three pay grades who is drawing MAQ), if the dependent is receiving a dependency allotment of a substantial amount. In the absence of an allowance or dependency allotment, other convincing proof of relationship and dependency is required, such as a sworn statement from the serviceman or anything which would help establish that the food and lodging for the dependent was being provided for by the serviceman.

What evidence is the dependent given to certify that the dependency has been established?

After dependency and relationship have been established, the dependent is given a Dependent's Identification Card. This card is honored for one year from the date of issuance (at which time it may be renewed if dependency still exists). It is recognized by all naval dispensaries and hospitals having facilities for treating dependents during the time they are eligible to receive such medical care or hospitalization.

Who issues these ID cards?

Any naval dispensary or hospital where treatment is available.

What is "out-patient" care?

This is treatment given by a naval dispensary or hospital where the patient is not hospitalized, or when treatment is given at home, in cases of emergency. This latter service, however, is available only at certain stations.

What is "in-patient" care?

In-patient treatment refers to the admission of dependents for hospitalization in a naval hospital or dispensary. With the approval of the Secretary of the Navy, the Surgeon General designates those hospitals and dispensaries where patients may be admitted for in-patient (hospitalization) treatment under the following conditions: (1) where civilian hospitals are inadequate; (2) where the naval hospitals or dispensaries have adequate facilities, and (3) where such service can be accomplished by the personnel attached to the hospital or dispensary.

Who decides whether a dependent requires in-patient or out-patient treatment?

The medical officer in command of the hospital or the medical officer in charge of the dispensary where the dependent applies for treatment will make the necessary decisions. Hospitalization can naturally be provided only when suitable accommodations are available, and when the hospital or dispensary has adequate staff and facilities to treat dependents in addition to the service patient personnel.

WHAT'S IN A NAME

BUMBOATS

Contrary to their name (and this picture) bumboats are not the Chris-Crafts of the hobo world but small boats for conveying provisions, fruit, trinkets, etc. for sale to vessels in port or offshore. They are a familiar sight wherever merchant ships and ships of the Navy have dropped their hook. In the small Pacific islands, natives swarm out in them to bring their wares of handwoven baskets, mats, thread and bracelets to swap for American coins, novelties and household wares. The name for the boat seems to have come from "boomboat"—meaning, a boat permitted to lie at the boom. An early Low German spelling was "Bumboot" and in earlier times they were also scavenger boats for removing refuse from ships. Originally carved from trees, they are generally of crude design. To globe-trotting sailors, they are the Fuller Brush men of the fleet.

What types of cases are admitted for in-patient treatment?

All acute cases requiring intensive medical or surgical care are eligible for hospitalization. Treatment for minor ailments is provided at out-patient clinics. Nervous, mental or contagious cases, or patients suffering from chronic diseases which require prolonged treatment or care are not eligible for hospitalization.

Is there any charge for in-patient treatment?

When a dependent is admitted for hospitalization in a naval hospital or dispensary a charge of $1.75 per day is made. A sum sufficient to cover the probable number of days of hospitalization is payable upon admission to the hospital or dispensary.

Is dental care provided?

No, except where the patient is hospitalized and requires dental care to alleviate his or her condition. For instance, if a patient is admitted for hospitalization with an infected jaw which requires dental surgery in order to alleviate the condition, the dental treatment would be given. The fact that a patient is admitted to a hospital with a broken leg does not, however, mean that he may have his teeth repaired while in the hospital.

Are artificial limbs, glass eyes, false teeth, etc., provided?

No, these may not be provided dependents at Government expense.

If treatment by a civilian specialist is required, will the Navy furnish it?

No, the services of such specialists would have to be paid for by the dependent.

Are dependents entitled to the use of all naval hospital facilities and services?

Yes, when hospitalization is authorized all facilities and services are available for the care and treatment of dependents, including laboratory work, operating room facilities, medicines, nursing care, blood transfusions, etc.

Does the Navy provide free ambulance service?

As a general rule, transportation is not provided for patients either to or from the hospital. However, at some stations, ambulance service may be available for emergency cases.

Are prescriptions filled?

Yes, items listed in the supply catalogue and supplemental supply catalogue which are carried in stock are provided without cost to dependents when the prescriptions have been written by Navy medical officers. Prescriptions written by civilian doctors may not be filled at Navy dispensaries or hospitals.

Will the Navy pay expenses at a civilian hospital?

No, the Navy may not authorize, pay for, or assume any financial responsibility in connection with medical, dental or hospital care obtained by or for dependents from civilian physicians, dentists or other practicioners in civilian hospitals and clinics, or in hospitals or medical facilities of branches of the Government other than the Navy.

Is maternity care available?

In-patient maternity care is available at some naval hospitals and dispensaries, dependent upon the availability of beds and other facilities—and adequate staff personnel. Where maternity cases are admitted, a charge of $1.75 per day is made. Where naval hospitals are not available with facilities to admit maternity cases, but doctors are available, the Navy will provide the doctors without charge to the dependent. The Navy may not, however, assume hospital expenses for a dependent who is treated by a Navy doctor in a civilian hospital.

Is any other maternity care available?

Yes, under the Emergency Maternity and Infant Care (EMIC) program of the Children's Bureau of the U. S. Department of Labor, the wife of an enlisted man of the Navy, Marine Corps or Coast Guard in the four lowest pay grades (PO3c, sergeant or below) is eligible, irrespective of her legal residence and financial status, to receive free medical, nursing and hospital maternity service throughout pregnancy, childbirth, and until the child is one year of age.

This service is available in every state, Hawaii, Alaska, Puerto Rico and the District of Columbia. The wife may have free choice of all types of available facilities and services, including private physicians, clinics, hospitals and other health activities which meet the standards established under a state plan. The physician and hospital selected must, however, agree to accept payment only from the state health agency, which may not be supplemented by payments from the man or his wife. All payments are made from federal funds. Although the EMIC plan is not intended for those who wish to pay for luxury accommodations, the standards have been set at a level which insures excellent care for the mother and child.

How does one apply for EMIC?

Requests for application blanks and for information may be addressed to the State Health Department of the state in which the wife resides.

How does the wife establish eligibility for EMIC?

A letter, family allowance check or any other official document carrying the husband's service number and rating and dated within two months of her application is considered satisfactory evidence to establish her entitlement to receive EMIC. If the wife moves to another state, while receiving care, she may continue to receive such care by making application in the state to which she has moved.

Does she continue eligible if her husband is meanwhile promoted above PO3c or is discharged?

Yes, even though the husband is meanwhile promoted out of the eligible pay grade or discharged from the service, she is entitled to receive any care for which she has already applied until such treatment has been completed. The requirement that the enlisted man be on active duty has recently been held not to prevent the dependents of court-martial prisoners from receiving EMIC. The wives of men who are missing in action, prisoners of war, or of deceased personnel are also eligible, provided the application for maternity care is received within 10 months of the date on which the husband died or was declared to be missing in action or a prisoner of war. A child born under such conditions would also be entitled to the same care as any other infant. An illegitimate child under one year of age may receive care if paternity is acknowledged by the enlisted man. However, the unwed mother would not be eligible.

Are records kept on medical attention given dependents?

Yes, complete records are forwarded to BuMed by the hospital or dispensary where the patient is treated.

Is other aid available?

Where naval dispensaries and hospitals are not available within a reasonable distance of the dependent's home, and where financial hardship is involved, service personnel or their dependents may make application to the Navy Relief Society for aid. Personnel may address their appeals to any of the Navy Relief Society auxiliary offices located all over the country or to Headquarters, Navy Relief Society, 2118 Massachusetts Avenue, Washington 25, D. C.

Where is out-patient service available?

Out-patient treatment is available at almost all naval dispensaries or hospitals. The location of the nearest one may be obtained either by asking

Saluting the Quarterdeck

Chances are when you go aboard a ship and render a salute to the quarterdeck you never think, "This is a hangover from an old Roman custom." But back in the days when the Greeks and the Romans ruled the sea, the pagan altar was placed aft and all men boarding a ship genuflected to it. Later, when early Christians went to sea, similar tribute was paid to the Shrine of the Virgin, which was set up in about the same place. The shrines were later replaced by the flags of the sovereigns, who ruled by "divine right." The custom of paying respect to the quarterdeck still survives, and today the colors have become the central object of respect.

the Benefits and Insurance Officer at your station, or by writing to the commandant of the naval district in which the dependent lives.

Where is in-patient care given?

A list of naval hospitals and dispensaries authorized to furnish hospitalization for dependents follows. Admission to these hospitals is naturally restricted to beds being available, and in some instances, certain types of cases cannot be accommodated because of lack of available facilities for such work.

ARKANSAS

Naval Dispensary, Marine Corps Air Facility, Walnut Ridge.

BERMUDA

Naval Dispensary, NAS, NOB.

CALIFORNIA

Naval Hospital, Mare Island.
Naval Hospital, Oakland.
Naval Hospital, Oceanside.
Naval Hospital, San Diego.
Naval Hospital, Shoemaker.
Naval Dispensary, Navy Ordnance Test Station, Inyokern.
Naval Dispensary, NAS, San Diego.
Naval Dispensary, Advanced Base Receiving Barracks, Port Hueneme.

FLORIDA

Naval Dispensary, NAS, Banana River.
Naval Dispensary, NATB, Fort Pierce.
Naval Hospital, Key West.
Naval Hospital, Jacksonville.
Naval Dispensary, Miami Beach.
Naval Hospital, Pensacola.

GEORGIA

Naval Hospital, Dublin.
Naval Dispensary, NAS, Gordon Airport, Atlanta.
Naval Dispensary, NAS, Glynco.

IDAHO

Naval Hospital, Farragut.
Naval Hospital, Sun Valley.

KANSAS

Naval Dispensary, NAS, Olathe.

MARYLAND

Naval Hospital, Annapolis.
Naval Hospital, Bainbridge.
Naval Hospital, Bethesda.
Naval Dispensary, NAS, Patuxent River.

MASSACHUSETTS

Navy Central Dispensary, 230 The Fenway, Boston.
Naval Hospital, Chelsea.

MISSISSIPPI

Naval Dispensary, NTC, Gulfport.

MISSOURI

Naval Dispensary, NAS, St. Louis.

NEVADA

Naval Dispensary, Naval Ammunition Depot, Hawthorne.

NEW HAMPSHIRE

Naval Hospital, Portsmouth.

NEW JERSEY

Naval Dispensary, NAS, Cape May.
Naval Dispensary, NAS, Lakehurst.

NEW YORK

Naval Hospital, Brooklyn.
Naval Hospital, Sampson.

NORTH CAROLINA

Naval Hospital, Camp Lejeune.
Naval Dispensary, NAS (LTA), Weeksville, Elizabeth City.

OKLAHOMA

Naval Hospital, Norman.

OREGON

Naval Hospital, Astoria.
Naval Dispensary, Marine Corps Barracks, Klamath Falls.

SOUTH CAROLINA

Naval Dispensary, NAS, Beaufort.
Naval Hospital, Charleston.
Naval Hospital, Parris Island.

TEXAS

Naval Dispensary, NAAS, Chase Field, Beeville.
Naval Hospital, Corpus Christi.
Naval Dispensary, MCAS, Eagle Mountain Lake.
Naval Dispensary, NAAS, Kingsville.

UTAH

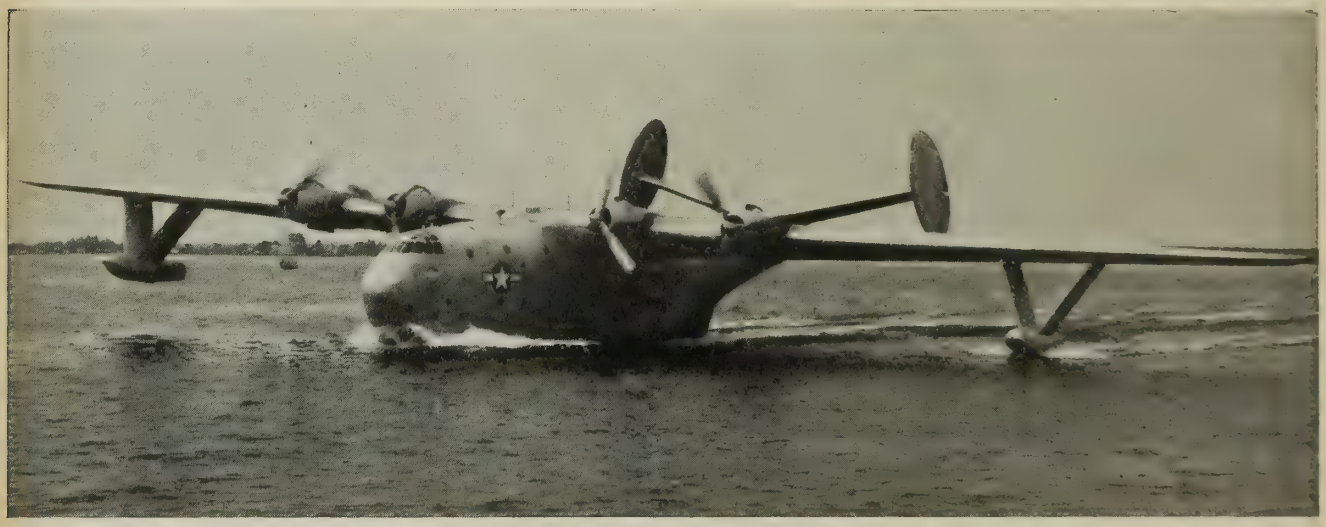
Naval Dispensary, Naval Supply Depot, Clearfield.

VIRGINIA

Naval Hospital, Fort Eustis, Lee Hall.
Naval Hospital, NOB, Norfolk.
Naval Hospital, Portsmouth.

WASHINGTON

Naval Hospital, Puget Sound.
Naval Dispensary, NAS, Whidbey Island.



WORLD'S LARGEST plane, the Mars skims gracefully back to her home waters at NAS, Patuxent River, Md.

Official U. S. Navy photographs

BACK from the wars are these crewmen of the Mars. Full crew is 16.

MARS HOME WITH LOG FULL OF WORLD RECORDS

Seventeen months and 300,000 miles after she took off on her first war mission—a record 4,375-mile freight haul to Natal, Brazil—the *Mars*, world's largest airplane, has returned home to train crews for 20 new *Mars*-type flying boats now under construction.

From Hawaii the *Mars* winged into Patuxent River Naval Air Station in Maryland, the stretch of water from which she took off with a 12,000-pound cargo on 30 Nov. 1943 on her first of many record-smashing hops. Although NATS research men wanted to delve deeper into her potentialities as a cargo carrier, her tremendous capacity was greatly needed in the Pacific. She was rushed into the San Francisco-Hawaii service soon after her first trip.

From 18 Jan. 1944 until she returned home for good 30 April 1945, the *Mars* made 136 regular trips, hauled more than 2,500,000 pounds of cargo, carried more than 2,000 passengers and flew approximately 300,000 miles. During March 1945 she cracked all previous trans-ocean records by toting over 400,000 pounds of cargo and 473 priority passengers. In addition to proving invaluable as a fast transport for emergency war goods, the *Mars* earlier served as an aerial testing laboratory for aircraft engines. Her four huge Wright engines are the same type which were later used to power the B-29 Superfortresses in their devastating attacks on the Japanese homeland.

Eight of her crew remained with the *Mars* from the time she was built until her return to Patuxent. They were Lt. Comdr. William E. Coney, USNR, her skipper; Lt. Comdr. Joseph A. Baker, USNR; Lt. L. H. Witherspoon, USNR; Lt. Ronald A. Dumont, USNR; Lt.(jg) Albert H. Geck, USN; Warrant Carpenter Donald J. Malles, USN; Jesse R. Jenkins, ACMM, USN; and Howard C. Bowman, ACRM, USN.

OFFICER PROMOTIONS

Tracing the Steps Going Up in Rank

Nature has endowed all normal men with a certain amount of self-esteem, and civilization has given most of them some appreciation of the beauties of a balanced bank account. Those twin wellsprings of commendable ambition may explain why, sooner or later, much wardroom talk eventually drifts to a subject close to the naval officer's heart—promotions.

Is the Alnav procedure the fairest possible promotion system? Why aren't lieutenants promoted by Alnavs? Doesn't the Alnav promote the slow-witted along with the competent? Do reservists sit on selection boards? Does each selection board have a "black list" of men who have gotten into scrapes? Are all names which go before selection boards studied with equal care? What happens to the man passed over by the selection board? Isn't it true that of two equally good men of similar training and experience, one may be promoted and the other passed over?

All these questions—and many more—bounce hard and fast off the bulkheads of wardrooms around the world. The following is an attempt to answer briefly and simply some of these questions. It is also an attempt to climb, step by step, up the promotion ladder with an average officer, explaining the speed—or slowness—of the climb, and the reasons therefor.

Before starting up the promotion ladder with Joe G., it is necessary to hammer down one fact. The keystone of all Navy promotions is to be found in a five-word phrase in the temporary promotion law of 24 July 1941. These words are "The needs of the service." Spelled out, the law authorized the President to effect the temporary promotions of naval officers ". . . in such numbers as the President may determine the needs of the service may require, and in such manner and under such regulations as he was prescribe."

Briefly, then, the approach is: Does the Navy need 5,000 more j.g.'s and 2,500 more lieutenant commanders? If so, promotions are made. If not, no promotions are forthcoming—because Navy promotions are made not for recognition of merit or length of service only: the needs of the service must govern.

Now, for our man Joe. When the war broke out, he was 21. He was just out of college and hoped to have a career in law. Instead, he turned up as a midshipman at Columbia University, in New York City. He graduated from midshipmen's school, was commissioned an ensign and ordered to general duty aboard a destroyer. Or he may have made ensign from the ranks on recommendation of his CO.

Frankly, BuPers was not intimately acquainted with Joe. Paperwise, it knew of his existence—and, in a general way, of his qualifications and training. It could place a finger on him at a minute's notice. And it could whip him across the country—or world—at the drop of a carbon copy. But the fact remains: he was merely one of tens of thousands of able-bodied young ensigns whose mental, moral and physical qualifications were known to be sound. BuPers did not know whether he was more competent than his midshipmen classmates, or whether he had greater aptitude in handling men.

On his destroyer, Joe proved a steady hand. He studied hard, learned from the veterans on board. He lived—all this time—in his relatively small world of routine drills, watches, study, and occasional leaves.

Meanwhile, without specific reference to him, the tides of war were running strong—sometimes favorably, sometimes not. Up at the top where the grand concept and strategy of war

was being planned, it was decided to build "x" battleship, "y" new carriers and "z" new cruisers. New ships meant new men. New men meant new officers.

But even at this point no one thought of Joe by name—Joe, the individual, who like thousands of other junior officers was doing a routine shipboard job. To BuPers he was still merely one of several thousand sound ensigns who were fast becoming imbued with a knowledge of the Navy and its customs.

In BuPers' Division of Officer Personnel promotions section, however, steps were being taken which were to move toward Joe, the individual. Following the decision of the high command to build and man more ships, the promotions section was directed to start a flow of j.g.'s into the Navy's channels. This flow was to be regulated by simple arithmetic.

It worked out this way: There were available to the Navy "x" number of ensigns whose active duty date was 1 Jan. 1942, "y" number of ensigns whose active duty date was 2 Jan. 1942—and so on. By running a pencil down the list of dates and the number of men marked against each date, the promotions section could regulate the even flow of ensigns to j.g. by simply adjusting the size of the bracket with an active duty date at each end. If it wanted to include more men, it widened the bracket. If it needed less, it narrowed the bracket.

Thus, when Joe's name came along within one of the pay-off date brackets, he was promoted. He was one of the 10,000 or so ensigns promoted "en bloc"—promoted, that is, unless his CO withheld the promotion for reasons of physical disability—or professional incompetence.

In back of this mass promotion of 10,000 officers at one whack were some assumptions in the collective mind that goes to make up BuPers. It was known that Joe was good enough (1) to gain admission to midshipmen's school and (2) to graduate. In other words, good enough to make ensign. Had he been a problem-child, BuPers had good reason to assume he would have been washed out of midshipman's school. In any event, it was on the books that he had made ensign and served in that grade the required number of months.

Obviously, BuPers would like to know more about Joe. What sort of boat officer is he? Does he see spots before his eyes when he gets excited? How alert is he on watch? Is he sharp on mooring-board problems? How well does he control himself under pressure? How does he get on with his men? And many more questions besides.

But at this point, BuPers runs smack into one plain fact: 10,000 ensigns are a lot of ensigns. A war is going on and that war makes demands which outweigh the individual study of ensigns. Moreover, because their naval careers have been brief, these ensigns have necessarily skimpy performance records and so the study wouldn't prove too much anyhow.

So, once again, the promotions section has to lean on another reasonable assumption—that the average ensign has turned into neither a disciplinary problem nor an incompetent. And, lacking the manpower and sufficiently detailed records to process the whole lot to j.g. as individuals, the entire field of 10,000 is promoted to j.g., except those whose promotions are withheld by their COs. This, incidentally, offers a vivid contrast with the more leisurely days of peace when the Navy had time to promote j.g.'s by selection board.

Does this "en bloc" system let some "gold bricks" through to j.g.? It does. Would BuPers like to keep them back and let only the meritorious through to the coveted extra half-stripe? It would. But the pressures of war confront the Navy with a need for 10,000 j.g.'s in a hurry. So it passes the entire group through, authorizing the promotion of a scattering of mediocre ones along with the worthies. But the CO on the spot, who knows the ensign better than the Bureau, need not promote the unworthy one. All BuPers did was **authorize** the promotion, not order it.

Before we take Joe up the ladder any higher, let's backtrack a bit and consider the case of the older ex-civilian who is clambering up the promotion ladder with him. Usually, this older man was commissioned direct from his civilian job. When he came into the Navy he was given a rank which was determined according to his

age and the amount of skill and responsibility he had developed in his civilian calling.

If he was in his twenties, he probably started as an ensign. If in his early thirties and making good in some civilian occupation, he probably went in as a j.g. If in his mid-thirties or older, he usually started as a full lieutenant or lieutenant commander. Gradations in rank also took account of the degree of success a man had as a civilian. And sometimes, if he had reached a particularly eminent position as some sort of expert, this too was taken into consideration. In the background of all decisions stood the constant yardstick: "The needs of the service."

Older men frequently were assigned to their specialties. Merchandising men went into the Supply Corps. Teachers found themselves lecturing on newly acquired Navy subjects. Writers were put to work writing. And so on. Nevertheless there were many exceptions. Almost all men sooner or later found themselves in some type of training school. As time went on, many an accountant found himself standing deck watches alongside his younger colleague who had come in through the midshipman route. And many a lawyer found himself a gunnery officer. Yet, so far as promotions went, they all moved up the promotion ladder at about the same pace and in the same way as Joe, the former midshipman.

But to return to Joe, who has just made j.g. He is no smarter as a j.g. than he was the day before when he had only one stripe. Yet, with that added half-stripe, he has automatically taken on additional value to the Navy. He can now assume new duties more or less closed to him as an ensign. He can give certain orders to a new crop of ensigns crowding up from the bottom. So he goes along as a j.g. Months pass. He learns new duties. He takes more courses. Slowly he continues to increase his usefulness to the Navy.

Meanwhile, the high command again decides it needs "x" new battleships and "y" new 45 000-ton carriers, as well as many other ships. This, in turn, means a need for 10,000 new lieutenants. Here again, Joe is not thought of by name. But he is needed by the Navy—this time as a lieutenant. The same process which lifted him from ensign to j.g., now hoists him from j.g. to lieutenant. More training follows: more duties, more experience, and more responsibilities. And, sooner or later, there comes a call for a few thousand lieutenant commanders.

This time, the arithmetic bearing on "the needs of the service" calls for only 4 200 lieutenant commanders. The records show that 6,500 men are available for promotion on the basis of their date of rank and continuous duty in rank. These requirements apply

equally to regular, reserve and retired officers, both line and staff.

Here a new thing happens. The Bureau now takes steps to get to know Joe better. So, for the first time in his Navy career, he is put closely under the lens.

This scrutiny is done by a selection board appointed by the Secretary of the Navy. If records of 6,500 men are to be studied it is likely the board may have as many as 19 men. If a much smaller number of men is to be considered, a smaller board is appointed. This contrasts with the former Alnav system (like that for ensigns and j.g.'s) which—up to 1 July 1943—was used by the Navy in its urgent need to get enough lieutenant commanders.

All line selection boards must have at least nine members. Staff boards must have at least five members of the staff corps under consideration. At least one-third of the members of boards considering reserve officers are reserves.

For equipment the board has four things: a large room with desks for each man, a big table around which all the members can sit in a body, a precept and a president. The precept directs the board to pick the 4,200 men found to be the best fitted for promotion. It gives the number of affirmative votes a man must have to be promoted—12 in the case of a 19-man board. Attached to the precept is the list of men to be considered and their precedence order.

A typical session will open in the morning. Each member of the board is assigned a desk and a certain number of jackets to study. He analyzes each man's fitness reports and correspondence. Important points he jots down carefully on a specially prepared white blank. Marks, comments, letters of commendation or reprimand are closely noted. Reports and comments of reporting seniors are compared for consistency. The Navy is now really taking a close look at Joe.

In the afternoon, the Board sits down as a body around the big table. Each member in turn makes a verbal report to the entire board, summarizing what he has found. Over several days or week every last name on the entire list of 6.500 is given the same close study. These proceedings are presided over by the board's president, a man chosen for fairness and judicious temperament.

Sometimes the member making the individual analysis will read aloud a letter which he thinks has a bearing on the situation. As in the instance of a certain lieutenant who ran his ship aground. This lieutenant wrote somewhat as follows: "I was a lawyer before the war. I had never been at sea before in my life. I did run the ship aground—but not wilfully." He was promoted.

Under study in these sessions is not only the man reported upon, but also the officer reporting. Often the reporting senior is known to members of the board. It is known whether he is a tough marker who wouldn't say a kind word about his own mother. Or whether he is an easy marker who passes out uniformly good reports for all.

The touchstone to promotion, all things considered, is the fitness report. The one thing looked for first is: did the man's CO recommend him for promotion? If he did, his chances are good. If not—his chances are diminished, regardless of any favorable comment under "remarks." The entire fitness report is studied, however, in terms of all available data such as commendations and awards, or their opposites. Every effort is made to arrive at a comprehensive appraisal of the officer's fitness for promotion.

Apart from the fitness report and the correspondence file the board has no other written material to guide it. There is no "black list" of men who have got into scrapes. No minutes of the sessions are kept. The Bureau itself retains no record of why a man was promoted or passed over. Only the final results of each vote are noted. In the case of close votes all are reconsidered.

Board members are pledged to secrecy and may not disclose any fact relative to any individual that went on inside the room. Furthermore, BuPers keeps secret the membership of boards. This is to prevent well-meaning but unwanted advice and influence from outside. It also serves to keep people out of the hair of board members.

All these considerations bring up a tough question: does the Bureau have a gilt-edged assurance that the 4,200 men selected are absolutely the best 4,200 of the 6,500 available? The answer is "probably not," the human factor being hard to weigh. The precept says: consider 6,500 lieutenants for promotion; pick the 4,200 best fit for promotion. The selection board does it to the best of its ability.

This leaves 2,300 who have been passed over not recommended for promotion. Does this mean that all of the 2,300 passed over are not as good men as some of those selected? Absolutely not. It is perfectly possible that of two shipmates with equal qualifications, experience and training, one may have made the grade while the other was passed over.

Statistically, the fact probably is that of any group of 6,500 men there is a small percentage of first-rate men at the top and a small percentage of obvious incompetents at the bottom. Between these two extremes are the large bulk of men, all of them general-

ly more or less fit for promotion. It is in the lower part of this large middle bracket that the job of selection is toughest. The board simply does the best it humanly can.

What about the 2,300 who were passed over? They are once more put back into the next pool of available men who come up for promotion. Even then it is possible for a good man to be passed over. And again because of the enormous difficulty of measuring all the elusive qualities that go to make an officer "fit for promotion."

Once our Joe has made lieutenant commander his promotions from then on continue in the hands of selection boards. As he climbs higher the professional qualifications become tougher, but the procedure remains generally the same. The boards pick the best available men.

Those officers who are promoted from captain to flag rank are selected by a group of senior flag officers who constitute a panel. These senior officers do not meet as a board or committee, but receive individually a list of eligible captains, and each member of the panel selects from this list those officers who, in his opinion, are best fitted for promotion to flag rank. The recommendations are made directly to the Secretary of the Navy.

The Secretary then consults with the Commander-in-Chief and other senior officers, and makes up from those receiving recommendations from a majority of the panel a list of eligibles. This list is approved by the President.

From this list officers are promoted to flag rank as necessary to fill billets.

"Spot" or out-of-line promotions constitute a very small percentage of promotions but have been the subject of much talk and some misunderstanding. These are initiated by specific recommendations. The recommendations, in turn, must make it plain that the promotion would be according to "the needs of the service." Each recommendation must have the unanimous approval of a board of high-ranking officers appointed by the Secretary of the Navy.

For a time, the use of spot promotions was fairly frequent in the amphibious corps. In this respect the "spot" promotion was helpful in

quickly ironing out situations where younger officers were suddenly shot into positions of heavy responsibility.

For the most part Joe can disregard the "spot" as the chances are he will go up the ladder in the manner here described, and according to "the needs of the service."

NEW BOOKS IN SHIPS' LIBRARIES

Understanding the East

When the war in the Pacific is over, a new era in our Far Eastern relations will begin, and we shall be concerned as never before with our stake in this vital area. Many books have appeared this season on various phases of our Far Eastern relations.

Of these, T. A. Bisson's "America's Far Eastern Policy" is one of the most important. A Research Associate of the Institute of Pacific Relations, he was commissioned by the Institute to write his book in order to provide an impartial and constructive analysis of the situation in the Far East, with a view to indicating the major issues.

Much of his book is devoted to an historical survey with particular emphasis on the decade before Pearl Harbor. It is an important and valuable book, and an imperative one for everyone interested in the Far East.

Of Owen Lattimore's stimulating book, "Solution in Asia," it has been said that it will have a direct effect on the war and the peace, since it will be read in Foreign Offices throughout the world. He looks toward coming events that will shape the broad aspects of international policy. He sees the "politics of attraction" as contributing to a new and more powerful role for the U.S.S.R. in postwar Asia, but feels the United States has at present the clearest power of attraction for all Asia. He warns us that to use this power wisely we must have an objective. He suggests that our power must be used to extend and strengthen the freedom bloc in Asia that will be initially constituted by China, Outer Mongolia, Korea, the Philippines and Thailand.

Harrison Forman was one of the few journalists whom the Kuomintang permitted to visit the unknown, mysterious Communist area of North China in 1944. His book, "Report from Red China," is a simple, straightforward account of what he saw in the six months' trip through the Communist-controlled territory where he saw the Chinese Reds and their peasant partisans fighting the Japanese occupying forces. Mr. Forman's conclusion is that the Chinese Communists form a free and independent body without subservience to Moscow and that they are interested, not in acting as agents for a foreign government, or even in collectivizing China, but in bringing about a unified democratic nation and fighting the Japanese. At a time when it has been claimed that in saying kind words for the Chinese Communists, we are assisting a group that is bent on selling China out to Russia, Mr. Forman's observations are especially important.

David Nelson Rowe's book, "China Among the Powers," makes another important contribution to our understanding of the Far East. China cannot be independent as a military power because of her lack of steel, coal, lumber and petroleum; nor financially independent because so high a percentage of her population now lives at starvation level; nor industrially independent because of her lack of engineers and skilled workmen. He wants us to know and understand these facts in order that China's place among the powers can be changed from an expression of wishful thinking into a truly meaningful expression of international fact. His conclusion is that China will be completely dependent upon foreign aid for any program of modernization after the war.

Trio from Texas

Jimmie, Eddie and Mike were as lovable ne'er-do-wells as ever flowed from the pen of an author. Always thirsty, and always broke, they still managed to live from the fat of the land with a minimum of effort. They were occasionally threatened with an honest day's labor, but a convenient detour usually was found. "Walls rise up out of the earth to protect the pure in heart," was Jimmie's philosophy.

Comfortably settled in a Brazos River shanty, deep down in Texas, this trio of George Sessions Perry's book, "Walls Rise Up," coasted along on the edge of the law, taking advantage of their neighbors' weaknesses—to say nothing of their corn and chickens.

Bald-headed Jimmie was the idea man. He dreamed up the trio's harebrained schemes, and dressed up their somewhat doubtful morals in beautiful rationalizations. In return he commanded the devotion of the others.

Their lives were eased considerably by the advent of Oof, whose contribution was a monumental strength and a pigmy intelligence. By dint of a tactful approach he could be persuaded to display his muscle in the digging of wells and thus keep his friends in liquor, with an occasional slab of bacon thrown in. When a life of ease and security became too dull, there was nothing they found so refreshing as a little well-timed debauchery.

Mr. Perry's novel, first published several years ago and now reissued, is a lustry combination of dead-pan humor and good straight story-telling.

Asbestos Covers?

"You'll have to bind it in asbestos," said J. Edgar Hoover when he heard that the Last of the Red-Hot Mamas was about to tell her story. You can greet it with one of those expressive street-corner whistles that says so much without the use of words. Actually, it rates a whistle of admiration.

For Sophie Tucker has turned out, in "Some of These Days," a warm human book—a glittering story of the theater world and her rise to stardom.

The outline is familiar—the American success story. But it is new when Sophie Tucker tells it. It is frank. It is humorous. It is healthily vulgar. It has zing—like Sophie Tucker's songs.

THE books reviewed here are among those distributed by BuPers to ship and shore station libraries. A complete list of titles available will appear regularly in a new journal of Welfare activities, scheduled to appear shortly.

MAGAZINE DIGEST

Excerpts from current articles of interest to naval personnel

Japan's "Home Arsenals"

Let's call this Japanese family the Hiroshugi. There are five of them, the husband, his wife, two children and a pauper relative from the country. They exist and work in some 10 square feet of space in the old section of Tokyo. . . . They work from dawn until far into the night, their busy hands never still. In days of peace, Hiroshugi's family produced wooden toys, typical "Made in Japan" gadgets that used to cause us to wonder how people could work for so little. But Hiroshugi's family isn't making toys now.

Out of his rat-warren habitation comes a stream of ammunition boxes. He cuts and sizes the wood, his wife nails the butts, the relative screws on the hinges, and the children stencil and paint the finished product. They work with feverish intensity because a district supervisor has given them a scroll for excellence and they now strive even harder to be worthy of this high honor.

There are some 50,000 families working on war production in this manner in the Tokyo area alone. There are hundreds of thousands in other key cities. . . . These individual trickles of war material become a gushing torrent of shells and bullets, guns and planes.

Consequently, any plan of strategic bombing to destroy Japan's capacity to make war—particularly her aircraft industry—must include the destruction of these thousands of family factories.

So it can be seen that when Radio Tokyo declared that all of Japan is mobilized either to fight or to provide munitions and food it stated the literal and positive fact. Boys and girls of high school age work in shipyards, munitions plants or home factories. Grammar schools have rooms set aside where children volunteer so many hours a day to make aircraft parts. One school in January turned out a thousand nuts for the Nissan Motor Company and in March made 4,000. A school for the deaf and dumb that once made knitted goods now makes parts for the Fukikura aircraft industry. Even sixth grade children did such splendid work making gauges that 92% of their product passed final inspection. . . . The handicraft effort has invaded Japanese religious institutions. One temple proudly describes itself as the "Kooya Temple Machinery Corporation" and makes airplane parts. . . .

The bombing of large city areas causes tremendous damage to home industries. It prevents millions of workers from getting to their jobs. . . . They must fight fire, clean up rubble, give first aid to the injured and help in reconstructing the bombed-out area. The Jap war industry loses millions of man-months of labor that can never be replaced. . . . We are making war on the enemy's means of production, of which the handicraft industry is most vital. . . . The enemy knows we shall not fail.—*From "Why We Must Bomb Japanese Cities," by Frederick C. Painton, in Reader's Digest for May.*

Germany in Defeat

Shoestore in Aichach. We drove into Aichack, some 30 miles south of the Danube, just as the last snipers were being cleared from the far end of town by troops of the 42d Division. At our end a captain of Military Police was telling his men, "We will set up the information booth on this corner." As we drove down the street we met about 15 Belgians who had not been liberated more than 30 minutes. All of them were carrying boxes of shoes. A little farther a small riot was going on in and around the town's main shoestore. We crowded our way in to find the whole store had been stripped almost completely of its stock while the frantic Germans ran around wailing and wringing their hands.

The proprietor, a middle-sized German about 40, was especially frantic and was outraged that the Americans would permit such things. We asked him if he had not heard that the German Army itself did such things in France, Belgium, Greece, etc., etc. He drew himself up proudly and said, "Sir! The German Army would never stoop to such things!" We asked him mildly how he knew, and he said, "I was a soldier myself." Still mildly we asked to see his *Soldbuch*—the little service-record book all German soldiers must carry. This was most interesting; it showed that he had been discharged from the Army that very morning, Sunday, April 29. He had gone to his commanding officer, told him that he was in his own home town and that the war was over and that he wanted to go back into the shoe business. This seemed sound to his CO, who discharged him honorably. He had then changed clothes and played his violin for the first time in several years, getting ready for Monday's shoe trade. We escorted him outside to the lone GI who had arrived to guard the place and the GI took him off to the prisoner-of-war cage.

Soft Peace vs. Hard Peace. The conflict now seething within American soldiers between their hatred of Germans and Germany and Nazism, and their natural Christian upbringing and kindness and susceptibility to beautiful children and attractive women and poor old ladies, is one of the great stories of today. The same doughboys who went through Dachau's incredible horrors were the very next day being kissed and wreathed in flowers by the German women of Munich. Some doughboys say they hate all the Germans, and they obviously do; and yet others who have been through just as much bitter fighting and obvious trickery will tell you that they hate only the Nazis and they like many Germans. I heard one say, "I even want to shoot all the pregnant women because I know that what's in their bellies will some day be shooting at my children." His buddy was giving candy to a little German girl while he was speaking.

The Job of Unlearning. Few Germans in the ruined great cities . . . can yet realize the place of Germany at the bottom of the list of civilized nations. They learn with shock and shame of the American nonfraternization policy. Many of them simply cannot understand it. They thought they were fighting in an honorable war. When parents realize that they lost all their sons in a cause unspeakably dirty they are filled with a despair that will mark the rest of their lives. Of course they should have realized it years ago when they were heiling the Fuhrer. But they lived two lives, they say, one of exaltation at his great political promises of the wonderful new Germany to come, and one of terror that the Gestapo might knock on their door that night. And yet it is clear that Josef Paul Goebbels did the job he set out to do all too diabolically well. But the overall, inescapable fact is that the German people are so solidly, thoroughly indoctrinated with so much of the Nazi ideology that the facts merely bounce off their numbed skulls. It will take years, perhaps generations, to undo the work that Adolf Hitler and his henchmen did.—*From "Defeated Land," by Sidney Olson, in Life, 14 May.*

Birthday Party

The big transport, outbound, shivered and plunged in a heavy swell. Her ports were tightly closed to maintain blackout, and it was hotter than blazes there below decks. The air of the casual officers' chow hall was thick with greasy cigar smoke, and into the midst of the murk plunged the chef, bearing a pink-and-blue birthday cake in each fat hairy hand.

This was the most poignant party I ever attended—a birthday party for two babies who, for all their fathers knew, were not even born. The fathers, Marine second lieutenants bound for some undefined island in the Southwest Pacific, had shoved off a couple of weeks before the kids were due. Estimating that both babies were scheduled for the same day, the two harried papas—smooth-faced kids hardly out of their teens—had paced the decks all day, fretting themselves sick. To divert them, their fellow passengers had

Liberty

"I keep getting the busy signal."

tossed a party for the two new babies, some 6,000 miles away in the United States.

One section of the mess had been laid out lavishly, with a white tablecloth on the splintery plank tables and much cutlery and glassware. There were big bowls of green salad (we had stopped off in Panama), cold cuts, olives, celery and apples. The steward had broken out two boxes of powder-dry cigars, and there were a couple of big jugs of lemonade. Most of the ship's company was there, in addition to a dozen or so transient officers.

The chef, hardened by too many months of frying and boiling, still had managed a very creditable pair of cakes. Instead of candles, each cake bore a paste zero in the center—one pink, one blue. Each carried the pastry message: "Don't worry, Pop—Junior," and "All my love," signed with the name of each man's wife.

It was very corny, of course. It was very corny when the lieutenants got up and stammered "Unaccustomed as I am to public fatherhood" speeches, and fumblingly opened the silly presents their buddies had brought. It was corny until the chaplin got up, took the cigar out of his kisser, and offered a short prayer.

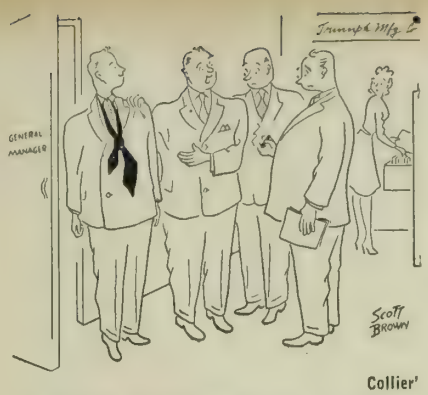
Very simply, the Holy Joe asked for protection and consolation for the two scared young mothers back home. He asked that the new babies be granted a chance to see their fathers some day in the future. And then he said he hoped the babies never would have to repeat their parents' experience — of being separated by war at the one time when men and women most need to be together.

Maybe that was corny, too. But it didn't seem so then, and it doesn't seem so now.—*From "We Remember This," by Lt. Robert C. Ruark,* USNR, *in Liberty for* 19 *May.*

"Thinking Up" Weapons

During the past two or three decades science has become the servant rather than the master of warfare. . . . Now, with recent advances in science and in industrial mass production methods, the military analyst can first devise tactical methods to fit certain situations, and then design new weapons and machines to fit the new tactics. . . . (Here are) some possible developments which might improve or accelerate our siege technique:

- Portable steel gun turrets for rapid installation of infantry weapons and direct-fire guns with overhead cover in front-line areas.
- Footstep markers, preferably luminous, for rapid marking of numerous safe lanes through forward mined areas without waiting to find or remove the mines themselves.
- Night photographic equipment for picking up night activity in hostile front lines from forward observation posts.
- Power gliders, each carrying a squad or half-squad, to transport infiltration and assault troops at high speed across front-line obstacles and land them among and behind the hostile defense positions . . . saving assault infantry hours of crawling forward under fire, through mines and wire.
- A small-caliber light machine gun firing incendiary bullets to replace, or at least supplement, the present flame thrower as a weapon for neutralizing hostile gun emplacements at close range. . . . It could fire continuously for a much longer period than the flame thrower, and it could more accurately concentrate all of its fire in the firing aperture of the enemy gun position.
- Armored trailers for infantry when accompanying tanks. Each trailer should have armor comparable to that of a medium tank and should be able to carry a squad of riflemen complete with weapons and equipment.—*From "New Weapons for New Tactics," by Lt. Col. Fred L. Walker Jr., in Infantry Journal for May.*



Collier'

"I'd like you gentlemen to meet Mr. Wicker, my new assistant. Mr. Wicker has been honorably discharged by the Navy."

The Enemy Is Ready

Some long, weary months may elapse before our power drive can get rolling in the invasion of the Japanese homeland. There will be bombing raids, hundreds of them, but they'll be the same strategic raids we've seen over Germany these past three years. Then, too, the activities of our Air Force will be limited in the Pacific by the number of runways we have within striking distance of Japan. There aren't too many. Your maps will tell you that. Our carrier-based planes will be very active, but their bomb loads are limited. The chances are that it will be the same old infantry again. Only ground troops can take ground. That's how it has always been, and it won't be a soft touch.

Let's take a look at Japan's strength. To begin with, we must face the fact that, so far, we haven't met Japan's first-line troops. . . .

When we go into Japan, and possibly China, we'll find some six million Japanese troops spoiling for a fight. Right now they have four million men, but, in addition, they have one million Manchurians and Chinese puppets organized as auxiliary military units. And during the past few months the Japanese have accelerated their conscription process and are training an additional one million young men. They'll be ready for us.

Japan has a fine, untouched reserve strength. She still has one million men of military age that she had not thought it necessary to conscript. Then there are an additional million lads of 17 and 18 not yet subject to the draft. They have all had preliminary training along the lines of the Hitler Youth and they can be transformed very quickly into good defensive units. All of this adds up to why we can't move immediately against Japan once victory is won in Europe. We are going to have to overwhelm Japan with superior forces, and it will take months to get those superior forces ready to attack.—*From "Transfer to the East," by Quentin Reynolds, in Collier's for 5 May.*

Iwo on the Dot

An hour before H-hour it shook and winced as it took what was being dished out to it. In fact, the whole surface of the island was in motion as its soil was churned by our shells and by the bombs from the carrier planes that were swooping down across its back. Every ship was firing with a rising tempo, salvo after salvo, with no more waiting for the shellburst to subside. Finally Iwo Jima was concealing itself in its own debris and dust. The haze of battle had become palpable, and the island was temporarily lost in a gray fog.

"The LSTs are letting down the ramps," someone said. . . .

The LSTs had let down their ramps and the amphibious vehicles which they had carried were splashing through the water, like machines from a production line. Watching them, I found myself speaking to a chief petty officer who was standing next to me.

"It's like all the cats in the world having kittens," I said, and the idea appeared to interest him. . . .

The amphibious vehicles, churning up the sea into foaming circles, organized themselves in lines, each line following its leader. Then the leaders moved out to the floating flags, around which they gathered in circling groups, waiting for their signal to move ashore. The gray landing craft with the Marines had left the transports some time before for their own fixed areas and they also were circling like runners testing their muscles before the race. The barrage which had been working over the beach area had lifted, and the beach, with the smouldering terraces above it, was visible again. . . .

Suddenly a group of the barges broke loose from its circle, following its leader in a dash toward shore. Close to land the leader turned parallel to the beach, and kept on until the whole line was parallel. Then the boats turned individually and made a dash for it. The Navy had landed the first wave on Iwo Jima—at nine o'clock on the dot—or, at least, not more than a few seconds after nine.—*From "Iwo Jima Before H-hour," by John P. Marquand, in Harper's for May.*

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Communications which violate these provisions may be returned via official channels. Do not send postage or return envelopes; no private reply will be made.

BEER BOTTLES

SIR: The empty beer bottles which were referred to in your April 1945 issue, p. 53, were sold at a price of eight cents each and not two cents as stated. This correction is called to your attention to counteract any idea that Bizerte received more than its fair quota of malt beverages: also, so that other commands may not get the impression that life at AATB Bizerte was "all beer and skittles."

For your information, the local interest to which the beer bottles were sold cut off the necks and resold them to the public as drinking glasses at 35 cents each.—H. H. J., Capt., USNR, AATB, Bizerte.

• *Our original report put it this way: "The empties brought $27,094.38—which at the usual two cents a bottle would be 1,354,719 bottles or, in round numbers, a lot of beer." Computed on the basis of the additional information now provided by Capt. Jalbert's letter, the figure comes down to about 338,680 bottles. The proceeds are being used, at the request of AATB, Bizerte, to provide movies for the Fleet.*—ED.

TRANSPORTATION FOR WIFE

SIR: Your answer to C.K.A. (Dec. 1944, p. 38) said he was entitled to transportation for his newly acquired wife, whom he married while on a 30-day delay before reporting to his new permanent duty station.

I checked Navy Travel Instructions, which you referenced, and find that Article 2505-1(c) states: "To be entitled to transportation the dependency must exist on the effective date of the order to make a permanent change of station."

This would indicate that your answer was wrong, and I am writing not in an attempt to air my knowledge, but to save some misguided officer or man the embarrassment of trying to collect such a claim.—F. G. C., APC, USN.

• *The answer we gave C. K. A. is correct. Note that the same section of Navy Travel Instructions which you quote also provides that when leave or delay in reporting is authorized prior to reporting to a new station, the amount of such leave or delay is added to the date of issue (for an enlisted man) or date of detachment (for an officer) to determine the effective date. The effective date of C. K. A.'s orders, therefore, was after he was married and the dependency did exist on the effective date of the orders.*—ED.

SHOULDER INSIGNIA

SIR: (1) Are all enlisted personnel (including CPOs) in activities having an official shoulder patch required to wear the insignia? (2) Would pharmacist's mates attached to an advance base receiving barracks of a Seabee outfit be eligible for and *required to wear* the Seabee insignia?—J. M. B., SK1c.

• *(1) The wearing of shoulder insignia is obligatory only when so ordered by the CO of an activity. (2) They would be eligible for the insignia but required to wear it only under condition stated above.*—ED.

DUTCH SCUTTLEBUTT

SIR: Is there any truth to the scuttlebutt that a ribbon has been issued by the Netherlands Government for Allied personnel who served either in the defense of Holland against the Germans or the Netherlands East Indies against the Japs?—L. D. C., CY, USN.

• *No.*—ED.

BATTLE STARS

SIR: When a star has been authorized to be worn on a campaign ribbon, are the personnel of a hospital ship entitled to wear the star if their ship has been in the engagement among fighting ships under enemy fire?—J. P. M., Lt., (MC) USNR.

• *Yes, if the hospital ship has been designated by the commander of the fleet under which operating as having participated in the engagement recognized by the star.*—ED.

UNIFORMS AFTER DISCHARGE

SIR: How long after a man is discharged from the Navy may he continue to wear his uniform? Do the same rules apply to personnel who are released to inactive duty or retired?—B. R. J., Lt. (jg), USNR.

• *The right to wear a naval uniform ceases on the day a man is discharged, separated from the service, or released to inactive duty except in the following instances:*

Personnel released to inactive duty or separated from the service under honorable conditions (except for reason of unsuitability and inaptitude) may wear their uniforms from the place of discharge, release or separation from the service to their homes, *provided such travel is accomplished within three months following separation. Upon arrival at home their right to wear the uniform would terminate, except that they would be entitled to wear their uniform on occasions of ceremony.*

In addition those personnel released to inactive duty are also permitted to wear their uniforms at drills or when performing authorized training duties [Uniform Regs. 16-6(a)].

Officers on the retired list of the regular Navy are authorized by law to wear the uniform of the rank in which they retired (Uniform Regs, 1-4). No provision is made relative to the wearing of the uniform by retired enlisted personnel.—ED.

SUBMARINE DUTY

SIR: Are there any openings in submarine duty for MoMM2c? If so, please tell me how I may apply.—C. C. B., MoMM2c.

• *Yes; application instructions are in BuPers Circ. Ltr. 253-44 (NDB, July-Dec., 44-1060).*—ED.

CENSORSHIP OF MAIL

SIR: We are attached to a blimp squadron, which since its commissioning in February 1943 has remained at the same naval air station within the continental limits of the U. S. Eighty-seven percent of the officers and 59% of the enlisted personnel are married and live *off* the station, which means that they have a home address off the base where they can receive mail, and from which their wives can originate letters. Our unit, however, has an FPO, New York, N. Y., address, which means that all mail is censored.

(1) Would it be possible to obtain authorization to allow personnel of this squadron to use the geographical address of the air station, without mentioning the blimp unit in the return address? (2) If so, would it be necessary to continue censoring personal mail? This would not only speed up the receipt of mail by squadron personnel, but also help relieve the load from the fleet post office.—R. L. K., CY, USNR, & C. H. L., Y2c, USNR.

• *(1) A list of alternate mail addresses for units of Fleet Airships, Atlantic, within the continental U. S., is contained in Fleet Airships confidential letter No. 2CL-44, Encl. C, dated 10 July 1944. The alternate mail addresses may be used if authorized by individual COs. (2) Censorship is up to individual COs*—ED.

OUR APRIL COVER

SIR: I think that the glorious picture on your April issue, "Iwo: D-Plus-Four," should be commissioned to some outstanding sculptor to be made into a memorial statue.—P. L. S., Y1c, USNR.

• *See Navy News, p. 53.*—ED.

WARRANT OFFICER LIST

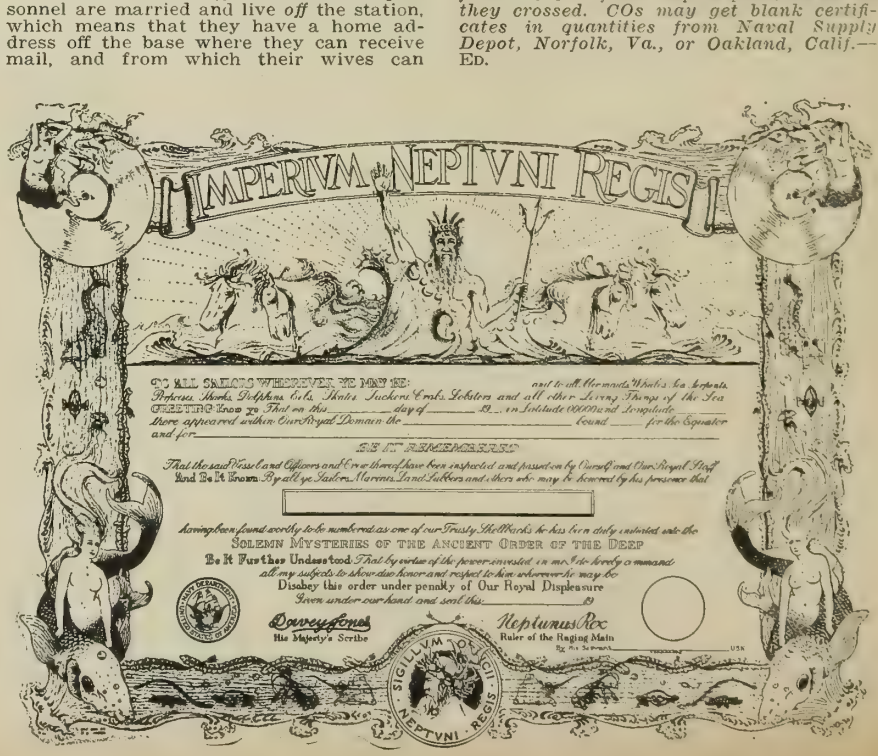
SIR: I was recommended on 24 March 1944 for appointment to warrant officer. In August I received a letter from BuPers stating that I had been placed on the eligible list. A duplicate letter was received in September. Eight months have now passed without further word. Would it be advisable to have my recommendation resubmitted?—W. R. B., CY, USN.

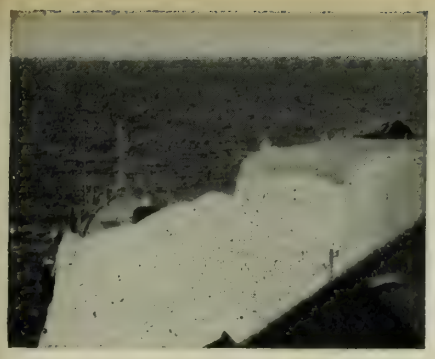
• *No. If circumstances develop which necessitate an individual's removal from the list he is notified.*—ED.

NEPTUNE CERTIFICATES

SIR: I have crossed the equator 18 times by ship and plane but, because of operating conditions, I never have been initiated into the "Solemn Mysteries of the Ancient Order of the Deep." Am I entitled to a Neptune Certificate?—H. J. V., Y1c, USNR.

• *Before the war, tradition required initiation ceremonies to create Shellbacks from Pollywogs. Since then because of the unpracticability of holding proper ceremonies Neptune Certificates (see below) have been awarded simply upon satisfactory evidence that a man "crossed the line" on a ship, in a submarine (either submerged or on the surface) or in a plane. Individuals should obtain the Neptune Certificate from the CO of the ship or plane on which they crossed. COs may get blank certificates in quantities from Naval Supply Depot, Norfolk, Va., or Oakland, Calif.*—ED.





Official U. S. Navy photograph

UNION JACK

SIR: In your April 1945 issue, in the article "Mission to Arabia," p. 3, a photograph shows the DD "X" as "she moves up the Red Sea." The Union Jack is flying from the jackstaff.

However, on p. 57 under the feature "What's in a Name?" you state that the Union Jack "is flown from the jackstaff on a Navy ship at anchor."

Is there some special rule that altered this custom in the case of the DD?—T. C. M., Lt., (SC) USNR.

• *According to the information that came with the photograph, the DD was shown as she "moves through the Red Sea." Since the jack is not flown while under way, however, it seems fair to assume that, while the photograph was taken during the DD's journey up the Red Sea, she was, at the moment, anchored. This assumption is supported by the lack of any visible bow wave—and what looks like a reef dead ahead.*—ED.

RETENTION OF ID CARDS

SIR: (1) Are enlisted personnel who are honorably discharged or who are placed on the retired list allowed to retain their identification cards? (2) Are officers who resign, are retired or placed in an inactive status allowed to keep them?—C. T., CRM.

• *(1) No. (2) No. BuPers Manual, Art. A-4007 (4), states in part: "When officer or enlisted personnel are separated from an active duty status by reason of being discharged, placed on inactive duty, or any other form of separation, the identification card shall be collected and destroyed by the commanding officer of the activity executing the separation."*—ED.

RATING FOR INTERPRETER

SIR: As I read, write and speak fluent German, I have been assigned full-time duty as an interpreter for the German prisoners of war at this camp. Having been a seaman for nearly 20 months, I am wondering if there is any rate for which an interpreter can qualify.—C. N. Z., S1c.

• *Interpreters are eligible for rating as Sp(X), which must be made within station complement.*—ED.

TRANSPORTATION PERSONNEL

SIR: I've heard scuttlebutt that transportation personnel may be rated Sp(X). Would you please publish details?—B. R. C., S1c, USNR.

• *Such key personnel in continental U. S. passenger transportation offices as meet these requirements are considered by BuPers for change of rating to Sp(X):*

A minimum of 18 months duty, subsequent to 1 Jan. 1941, in a billet requiring technical knowledge of passenger rail transportation, U. S. Navy Travel Instructions and Navy Department directives concerning passenger rail transportation, or

A minimum of six months duty, subsequent to 1 Jan. 1941, in a billet as described above and, in addition, not less than two years experience in the passenger department of a Class 1 railroad.

One complement is established for each naval district, air training command and river command regardless of the geographical location of personnel concerned within the command. Requests for change in rating to specialist (X) are forwarded to BuPers by the above commands and include a statement as to transportation experience, qualifications and assigned duties.—ED.

MEDAL OF HONOR WINNERS

SIR: How many men in the Navy, Marine Corps and Coast Guard have been awarded the Congressional Medal of Honor during this war? If any enlisted personnel who received the medal are still living, what rate or rank do they hold?—J. C. F., SKD1c.

• *Sixty-three men have been awarded the Congressional Medal of Honor in the Navy, Marine Corps or Coast Guard, as follows:*

	Dead	Living	Missing	Total
NAVY				
Officers	14	12	0	26
Enlisted	8	1	0	9
MARINE CORPS				
Officers	6	10	1	17
Enlisted	8	2	0	10
COAST GUARD				
Officers	0	0	0	0
Enlisted	1	0	0	1

Only three enlisted men who have received the award are now living. They are: John W. Finn, ACOM (now Lt.), USN; Mitchell Paige, P1Sgt. (now Capt.), USMCR, and Richard K. Sorenson, Pvt., USMCR.—ED.

CHANGE IN DESIGNATORS

SIR: Your answer to a letter in the Dec. 1944 ALL HANDS, p. 39, clarifying Alnav 110-44 (advancements in rating) is still not quite clear, and I would appreciate your filling in the answers to these questions—A. D. R., CY(T), USNR.

Questions	*Answers*
A is a CBM(PA) on 1 June 1944. His rating designator on 1 July 1944 is:	CBM
B is a CBM(AA) on 1 June 1944. He is *not* qualified for change in status to pay grade 1 on 1 July 1944. His rating designator on 1 July 1944 is:	CBM(AA)
C is a CBM(AA) on 1 June 1944. He is changed in status to pay grade 1 on 1 July 1944. His rating designator on 1 July 1944 is:	CBM(T)
D is a BM1c on 1 June 1944. He is changed in status to pay grade 1A on 1 July 1944. His rating designator on 1 July 1944 is:	CBM(AA)(T)

—ED.

MUSICAL PROTOCOL

SIR: I noticed in a magazine recently that the Army had quite a time deciding how many musical ruffles and flourishes to give its new five-star generals. Army Regs, I understand, provide that a general be accorded one ruffle and flourish for each star, and that the President receive four. The problem apparently was whether or not a five-star general could thus outruffle and out-flourish the President. Finally the leader of the Army band decided that a five-star general could have only four ruffles and flourishes.

Has this question of musical protocol come up in the Navy, and if so, how was it decided?—T. U. N., Mus3c.

• *Navy Regs, Art. 232, says the President rates four ruffles and flourishes plus the national anthem, whereas Art. 238 provides that an admiral, a general, an admiral of the Navy (a rank not now in existence) and a general of the armies (a rank held only by General Pershing) are entitled to four ruffles and flourishes plus the "Admiral's March." The Navy has decided, as announced in a CNO letter to all ships and stations (NDB, 30 April, 44-423), to extend these latter honors—with a 17-gun salute on arrival and on departure—to the five-star fleet admirals and generals of the army. The President is entitled to a 21-gun salute on arrival and on departure.*—ED.

MARINE CORPS LOSSES

SIR: Would you please publish the Marine Corps casualties for the Tarawa, Saipan, Peleliu and Iwo Jima campaigns?—R. G. L., PhM2c.

• *The Marine Corps casualties for the four campaigns were announced by the Navy Department on 16 March 1945 as follows:*

	Tarawa	*Saipan*	*Peleliu*	*Iwo Jima*
Overall engaged	17,075	47,634	24,788	61,000
Wounded	2,191	8,910	4,974	15,308
Killed in action	984	2,337	1,198	4,189
Total casualties	3,175	11,247	6,172	19,938*
Percentage of those engaged who were:				
Wounded in action	12.8	18.7	20.1	25.8
Killed in action	5.8	4.9	4.8	6.8
Casualties	18.6	23.6	24.9	32.6
Wounded fully recovered	1,674	6,809	3,801	.....**

* *Includes 441 missing in action; ** figures not yet available.*—ED.

WRONG VANCOUVER

SIRS: On page 16 of the May 1945 issue, your chart shows Vancouver, B. C., as a stop-off of the *LST 460* instead of Vancouver, Wash., as mentioned in the story. Vancouver, Wash., is just a few miles from Portland, Oreg. Tch, tch, and all that, Hydrographic Office!—G. S. G., Lt., USNR.

• *You're right. The chart should have shown Vancouver, Wash. But the slip-up was entirely ours, not the Hydrographic Office's.*—ED.

PROMOTION TO WARRANT

SIR: Are chief specialists (A) eligible for any warrant specialty?—J. C. W. C., CSp (A).

• *A CSp (A) may be recommended to BuPers for appointment to warrant grade in the category for which he is considered qualified by his CO. A review of his recommendation and qualifications by BuPers will determine whether he is selected for the recommended classification. Such recommendations, however, are reviewed for possible appointment to any classification that is open to procurement and for which the individual may be qualified.*—ED.

Limited space makes it impossible to print more than a small proportion of the letters received each month. Only those of widest interest, for which the answers are not readily available at ships and stations, can be selected. If your letter does not appear, it is suggested that you check back through recent issues of ALL HANDS, since many letters must be eliminated because they have been answered by previous material in the Letters column or elsewhere.

NINE FLAG

SIR: Your answer to question 11 of "What Is Your Naval I. Q.?" (ALL HANDS, April 1945, p. 69), states ". . . the NINE flag is the only numerical flag which does not have a special use assigned to it." That is incorrect. The NINE flag does have a special use; see Plate 4-7, Communications Instructions, U. S. Navy, 1944.—R. W. M., SM2c.

• *You are right; that use was adopted about a year ago.*—ED.

"GRASSHOPPPER AIR FORCE"

SIR: Does the Navy have a "Grasshopper Air Force" similar to the Army's Artillery Liaison Force?—G. C. M., S2c.

• *No, but the Marine Corps has artillery observation squadrons (VMO squadrons) which use light aircraft (Stinson OYs and Piper Cubs) in spotting artillery fire. The VMO squadrons are attached to and operate under the tactical control of Marine infantry organizations.*—ED.

ALL HANDS

THE BuPERS INFORMATION BULLETIN

Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action.

JUNE 1945 NAVPERS-O NUMBER 339

This magazine is published for the information and interest of the Naval Service as a whole, but opinions expressed are not necessarily those of the Navy Department. Articles of general interest may be forwarded to the Editor.

All dates used are local time at scene of action unless otherwise indicated.

NOTE ON A NEW NAME

Although the name of this magazine has been the *Bulletin* for more than 20 years—first the Bureau of Navigation News Bulletin and finally the Bureau of Naval Personnel Information Bulletin—with this issue it is being changed to ALL HANDS.

There is a simple little story behind this change of name.

In September 1943, to make as explicit as possible the fact that this magazine is intended for *all* naval personnel—for *all hands*—a little box of blue was placed on the cover with a prominent statement to that effect. Readers understood. This was a magazine they had come to consider their own, to differentiate from the countless "bulletins" which cover official matters or specific reader groups. This was their common, comprehensive source of news and information—not official but authoritative—and it was, as the announcement said, for all hands. And so, they changed the name among themselves and actually began calling the Information Bulletin by a new name: ALL HANDS.

One cannot ask more of a name for a magazine than that it reflect its purpose and content and that it be something spontaneously acceptable. Accordingly, in the interest of even greater service for the magazine, the Bureau is pleased to follow the nomination of Navy men and women:

ALL HANDS it is.

QUOTES OF THE MONTH

• *Gen. of the Army Eisenhower*, in V-E day proclamation: "The only repayment that can be made to them [men under his command] is the deep appreciation and lasting gratitude of all the free citizens of the United Nations."

• *Four beleaguered Japs* on Iwo Jima, in a note found with their bodies: "To Enemy: We have fortified this island for a year, but we cannot win this war with just the Yamato spirit. We cannot match your quantity. There is no other road for us to follow but to die."

• *Admiral Halsey:* "It would be criminal not to fight this war through to a successful conclusion that will leave the Japanese nation too weak to wage another war."

• *Pfc. Leo Kasinsky*, Brooklynite who hitchhiked to the U. S.-Russian link-up in Germany: "They gave us a wonderful meal and we had about 60 toasts. Boy, they don't even drink like that in Brooklyn."

• *Geneva (Switzerland) Tribune* headline in the last days of Germany: "Events Seem to be Succeeding One Another with Great Rapidity."

• *U. S. Navy minesweeper* off Okinawa in radio message to flagship: "We have been hit twice in attacks by two aircraft but we splashed the third. . . . We are now taking a damaged destroyer in tow."

Europe

1. Allies take Bologna, in northern Italy (21 April).
2. U. S., Red armies meet at Torgau, on Elbe (25 April).
3. Benito Mussolini executed by partisans (28 April).
4. U. S. 7th Army crosses Austrian border (28 April).
5. Nazi and Italian Fascist troops in northern Italy surrender unconditionally (29 April).
6. Munich captured by U. S. 7th Army (29 April).
7. German radio reports death of Hitler in Berlin and his choice of Admiral Doenitz as new Fuhrer (1 May).
8. Berlin falls to Russians after 16-day siege (2 May).
9. U. S. French troops mop up Bavaria (3 May).
10. 1,000,000 Germans in Holland, Denmark and northern Germany surrender to British, Canadians (4 May).
11. German 1st, 19th, 24th Armies surrender in Austria and Czechoslovakia (5 May).
12. U. S. 3d Army sweeps into Czechoslovakia (6 May).
13. Germans sign unconditional surrender at Gen. Eisenhower's headquarters, Reims, France (7 May).
14. Surrender ratified in Berlin; war ends (8 May).
15. Last Germans surrender to Russians (13 May).

Pacific

1. Jap suicide planes sink U. S. ships off Okinawa (23 April, 4-5 May). Marines enter Naha (18 May).
2. Jap air bases raided by B-29s (21, 26-30 April, 3-5, 7, 8, 10, 11 May) and carrier aircraft (14 May).
3. Australian troops land on Tarakan (30 April).
4. Rangoon falls to British troops in Burma (3 May).
5. Chinese halt Jap drive on Chihkiang (5 May).
6. Davao falls (6 May); new Mindanao landing (12 May).
7. Operation to blockade Japan with aerial mines announced by 20th Air Force (12 May).
8. B-29s fire Nagoya in two huge raids (14, 17 May).
9. British fleet sinks 10,000-ton Jap cruiser (16 May).
10. Chinese capture Foochow, China coast port (18 May).

THE MONTH'S NEWS

PERIOD 21 APRIL THROUGH 20 MAY

Allies Win Complete Victory In Europe, Shift to Pacific, Press Drives Against Japs

Unconditional Surrender

There was nothing else they could do. Crushed in the north and south, split asunder in the center, their cities and industries leveled by air attack, their military fleeing by land and sea, their stolen empire torn from them by the greatest armies mankind had ever known, the Germans surrendered unconditionally five years, eight months and seven days after they started the European war.

Scene of the official surrender was a grimy, red-brick school building in Reims. The atmosphere was strained, the signatories worn with fatigue. Allied leaders were tired of the efforts made by the Germans to delay the proceedings. First the Nazis requested permission to evacuate women and children from Czechoslovakia where battles were still raging. Then they stated that there could be no guarantee that German armies in the field would obey orders to surrender. Bluntly the Allies told the Nazis to sign or suffer the consequences of resumed operations.

Col. Gen. Gustav Jodl, representing Field Marshal Gen. Wilhelm Keitel, Chief of the High Command, signed the articles of capitulation (p. 42) at 0241, 7 May 1945. Cessation of hostilities was slated for 2301 on 8 May. Nazi troops were to lay down their arms or be treated as guerrillas. No ships or planes were to be scuttled.

Allied approval was given by the signatures of Lt. Gen. Walter Bedell Smith, Gen. Eisenhower's chief of staff; Maj. Gen. Ivan Susloparov, chief of the Russian mission to France, and French Maj. Gen. Francois Sevez.

The end was no surprise to the world. It came as an anticlimax to two weeks jammed with such dramatic news as the link-up of U. S. and Russian forces, Mussolini's death and the report of Hitler's, mass surrenders of more than 2,000,000 enemy troops in Italy and northern Europe, and a spate of rumors of peace offers and capitulations (*see separate sections on succeeding pages.*)

But it officially ended the greatest military conflict of all time, finished it in the most complete victory ever won by force of arms. The statistics of the war were prodigious.

LAST JULY

Seventeen days of bombardment by U. S. ships and carrier planes cleared the way for our invasion and reconquest of Guam, first American territory taken by the Japs. Our forces also secured Saipan, moved over to Tinian and, in the Southwest Pacific, drove on toward the Philippines.

JULY 1945

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	*	*	*	*

What will we do this year?

Photographs from Press Association, Inc.

SURRENDER was signed at Supreme Headquarters in a Reims school. German and Allied delegates met and. . .

Some 25,000,000 men were engaged in the fighting when hostilities ceased. Casualty figures varied. U. S. losses in killed, wounded, missing and prisers approximated 800,000. British, including 144,000 civilians, numbered 1,305,000. Estimates of Russian losses, never officially announced, ranged from 10,000,000 to 20,000,000. Enemy troops killed or captured on the Eastern Front alone, Moscow said, totaled 12,770,000.

When V-E day came the American outlay for defense and war amounted to $275,703,000,000, of which probably two-thirds had been spent on the European conflict. In addition, lend-lease to Russia cost $8,225,000,000; to Great Britain, $11,332,000 000. British war costs amounted to $107,000 000,000. No figure was available for Russia's.

Prisoners of war presented a tremendous problem. The Western Allies held between six and seven million. Two million had been captured by the Red Army. Another 11,000,000 displaced persons had to be removed from Germany to their homelands.

The announcement of V-E day throughout the world was made a day ahead of the official announcement by Edward Kennedy, chief of the Associated Press Western Front staff. It was the world's greatest newspaper beat, but for breaking the pledge of secrecy to which he and other correspondents had been sworn, Kennedy was suspended as a correspondent by Allied Headquarters. (A. P. later expressed "profound regret" for having distributed the report.) After attending the surrender conference Kennedy telephoned his story to London where it cleared through censorship without difficulty. American papers plastered it in huge headlines on their front pages. By previous arrangement V-E day was to have been announced simultaneously by the leaders of the Big Three. But their announcements followed by several hours the newspapers' publication of Kennedy's dispatch and a German radio report of the surrender.

At 0900 (Washington time) on 8 May President Truman and Prime Minister Churchill spoke from their respective capitals. The President praised the forces which had won the victory but warned that the nation's watchword must be "work, work, and more work" to rid the entire world of war (p. 3). Churchill expressed similar sentiments, emphasizing the job of the British people and armed forces in their war with Japan.

Premier Stalin postponed his official pronouncement of victory until after a formal ratification of the articles in the ruins of Berlin on 8 May. There, a document similar to the one approved at Reims was signed by representatives of the United States, Russia, Great Britain, France and Germany. Stalin called the surrender "no empty scrap of paper" and added that "the period of war in Europe has ended."

The triple announcement unleashed

Text of the German Surrender

Following is the text of "An Act of Military Surrender" which ended the European War:

1. We, the undersigned, acting by authority of the German High Command, hereby surrender unconditionally to the Supreme Commander, Allied Expeditionary Force, and simultaneously to the Soviet High Command, all forces on land, sea, and in the air who are at this date under German control.

2. The German High Command will at once issue orders to all German military, naval and air authorities and to all forces under German control to cease active operations at 2301 hours Central European Time on Eight May and to remain in the positions occupied at the time. No ship, vessel or aircraft is to be scuttled, or any damage done to their hull, machinery or equipment.

3. The German High Command will at once issue to the appropriate commanders, and ensure the carrying out of any further orders issued by the Supreme Commander, Allied Expeditionary Force, and by the Soviet High Command.

4. This Act of Military Surrender is without prejudice to, and will be superseded by, any general instrument of surrender imposed by, or on behalf of the United Nations and applicable to Germany and the German Armed Forces as a whole.

5. In the event of the German High Command or any of the forces under their control failing to act in accordance with this Act of Surrender, the Supreme Commander, Allied Expeditionary Force, and the Soviet High Command will take such punitive or other action as they deem appropriate.

Signed at Reims, France, at 0241 hours on the seventh day of May, 1945.

On behalf of the German High Command—Jodl.

In the presence of:

On behalf of the Supreme Commander, Allied Expeditionary Force—W. B. Smith

On behalf of the Soviet High Command—Ivan Susloparov

On behalf of the French—F. Sevez.

(The Act of Surrender signed in Berlin the next day was virtually identical with the Reims document. It was dated 8 May 1945, Berlin, and signed, "In the name of the German High Command: Keitel, Friedeberg, Stumpf." Marshal of the Soviet Union Zhukov signed on behalf of the Supreme Commander-in-Chief of the Red Army, and Air Chief Marshal Tedder on behalf of Gen. Eisenhower. Witnesses were Gen. Spaatz, commander of U. S. Strategic Air Forces in Europe, and Gen. Delattre, Commander-in-chief of the French Army.)

Official U. S. Army Signal Corps photographs

...General Jodl, Nazi chief of staff, signed unconditionally. General of the Army Eisenhower got the pens.

a flood of celebrations all over the world—except on the battlefronts, in Germany and Japan. Gaiety in cities of the United States varied from a lukewarm observance to wild joy (p. 56) but most of the cities of Europe just plain raised hell.

London, which suffered more from Axis air attacks than any other city, went hilariously, madly wild with joy and relief. Bonfires burned throughout the city; floodlights glared on public buildings, dark for so many years; the King and Queen and Churchill were called repeatedly to appear before milling uproarious throngs who cheered them for hours.

In Paris, 100,000 American soldiers helped Parisians celebrate the end. Sirens wailed and cannon boomed all over the town. Confetti showered from the buildings and main streets were packed solidly with people.

The citizens of Moscow heard the loudest and longest salute ever to fire from the Kremlin's walls. After Stalin's order of the day, 1,000 Red Army guns fired 30 rounds each while rockets soared, twisted and glittered overhead. People cheered, wept and laughed on the streets which were as crowded as those of Paris.

Nearly everywhere it was like that. In the cities of Denmark, Norway, France, Holland, Belgium, and even in far-off South America, millions jammed public squares and took advantage of legal half or full holidays. In Halifax, Nova Scotia, mobs went so wild that they wound up setting fires, battling police and looting shops. Damage was estimated at hundreds of thousands of dollars.

On fighting fronts most of the men were too weary to do much. In Germany, U. S. troops said only: "Where do we go from here?" At Okinawa every shore and ship battery was trained on Jap positions and precisely at midnight a huge mass salvo was fired.

German civilians, beaten and battered in the last great onslaught of Allied arms, muttered only, "Thank God."

Victory in the Field

In the days just before its surrender the Nazi Wehrmacht was dead on its feet. It fought, sporadically and in widely scattered areas, like an automaton in a dream. Most of the Hitlerite empire was now held by Allied forces. Only last-stand enemy pockets, isolated by swift Allied armored columns, held out against inevitable defeat.

Politically, Germany was equally confused. From neutral countries flowed a stream of unconfirmed reports—the Vaterland was torn by revolt; it was eager to surrender; it was swapping the Nazi government for a "peace" regime; it was struggling in a fog of plain and fancy chicanery.

As American, British and Russian forces cut into the pockets, collecting prisoners by the hundreds of thousands, the internal picture cleared. There was only one thought in the minds of the beaten men. They wanted to surrender Germany. But only to the Western Allies, not Russia. The long drumming of Goebbels' propaganda had had its effect; the German people were terrified of Russia.

The first false peace report came on 28 April from San Francisco where, Senator Tom Connolly, delegate to the United Nations Conference, told a reporter that Germany had surrendered. Immediate denial came from authentic sources.

Then came an official report that Allied demands had been placed in the hands of Heinrich Himmler, chief of the Gestapo, by Count Folke Bernadotte of Sweden acting as an intermediary. Himmler offered to surrender unconditionally to the U. S., Great Britain and France—but not to Russia. The Allies turned him down.

On the same day that Acting Secretary of State Joseph C. Grew disclosed the Himmler proposal, Hamburg radio announced that Hitler was dead, that he had fallen with his men in the defense of Berlin. Grand Admiral Karl Doenitz, the man who plotted and directed Germany's U-boat war, assumed control of the tottering Reich, allegedly on direct orders from the dying Hitler.

Doenitz immediately pledged continuance of the war but he underestimated the power massed against him. American and Russian forces had already met in the heart of Germany. Italy collapsed and a million Nazi troops there and in southern Austria surrendered. The day after Doenitz assumed the title of "Der Fuhrer," Berlin fell.

Gen. George Patton's U. S. 3d Army veered suddenly to the south, crashed through Czechoslovakia, Austria and the Bavarian redoubt where the Nazis were supposed to make their last stand. The U. S. 7th dashed across the Danube at Dillingen, overcame heavy resistance, then raced on to capture Munich and, later, several notorious prison camps, among them Dachau.

French 1st Army forces pounded along the Swiss border, cutting up another pocket in the Black Forest and Baden areas and eventually plunging into Italy, then Austria.

In the north the British were moving like wildfire. They captured Bremen and headed for Hamburg, bypassed that city and pushed on to the Baltic.

The Russians switched their assault from the Berlin area to the south where they ripped into the last strongly resisting German pocket in Czechoslovakia.

The capping blow fell on 4 May. Doenitz had moved his government to Copenhagen the day before, evidently in a flash of the old Nazi intuition. Unable to withstand the pounding of the British and Canadians, the remaining 500,000 Germans in the Netherlands, Denmark and northwestern Germany surrendered to Field Marshal Sir Bernard Montgomery and threw down their arms. Their capitulation raised British captives to over 1,000,000 in 48 hours.

On 5 May three more German armies threw down their arms as the piecemeal breakup of the Wehrmacht continued. Two armies, numbering between 200,000 and 400,000 men, surrendered to the U. S. 7th and French 1st Armies. The French 1st also took another broken Nazi army. Only one

German army, the 7th, opposed the Allies and it was hemmed in by the U. S. 3d and the Russians. In addition there were several hundred thousand men in pockets scattered around the outer edges of Europe.

Unknown to a waiting world the Germans were already taking steps to surrender their forces on that 5 May. Two days later the negotiations were completed. Nazi representatives signed the articles of surrender in Reims. Fighting was to cease the following day.

Nearly everywhere it did. Germans crept out of their pockets on the Bay of Biscay coast in France. Those in Norway and Yugoslavia quit. The prolonged siege of Dunkirk ended.

But there were still some Germans who believed in the old Nazi ideas. German saboteurs flooded Berlin subways and set fires throughout the remains of the city. Four members of Quisling's Norwegian Nazi party held out in a bunker redoubt in a suburb of Oslo. A few Nazi planes bombed Prague and two other liberated Czech cities. Drunken German soldiers opened fire with concealed machine guns on Amsterdam crowds celebrating their liberation.

Russia had the toughest cleanup job of all. The Red Army had to slash and batter its way through thousands of Nazi diehards in the remaining resistance pocket in Czechslovakia and Austria. Not until five days after the surrender was to have been effective did the last 360,000 German troops give in.

Victory on the Sea

Never a first-class threat on the surface but always a dangerous, ubiquitous menace beneath the seas, remaining units of the German Navy last month surrendered to occupying ground forces or sailed cautiously into British, American and Canadian ports.

More than once during the nearly six years of war, German U-boats seriously threatened Britain's only lifeline, its sea lanes to America. There were times when British merchant ships—and later American convoys—had to struggle through hordes of the determined enemy, first operating individually, then in wolf packs.

Combined American and British courage and ingenuity eventually whipped the U-boats (see Admiral Ingram's account on p. 10). The convoy-system was used from the start of the war. Then, as ship production was increased, scores of DEs from the U. S. and corvettes from Britain circled the convoys and sharply reduced losses. Then light escort carriers covered the merchant ships with umbrellas of planes and sinkings were reduced to a minimum.

Germany's lack of surface power more than once has been declared an important reason why she lost the war. Her heavy fleet units—battleships, pocket battleships and heavy cruisers—had some small successes in the early days of the war but intelligent counter-action employed by the Allied navies slowly reduced their effectiveness and numbers. Throughout the entire war the British Home Fleet—for a time reinforced by U. S. vessels including *USS Washington*—remained in Scapa Flow as a constant threat to German ships attempting to escape from the Baltic or Norwegian fjords.

Official U. S. Army Signal Corps photograph

LINK-UP of American and Russian troops on the Elbe put the final crimp in the Nazi army. U. S. General Reinhardt and Red Army general walk at right.

Graf Spee, 10,000-ton heavily armed pocket battleship, was the first major loss to the Germans. Trapped by British cruisers off South America, she fought a losing battle, then raced into Montevideo harbor where her crew scuttled her. Three cruisers, *Blucher*, *Karlsruhe* and *Koenigsberg*, and 11 destroyers were sunk in the 1st and 2d Battles of Narvik, Norway, in April 1940. Next the 45,000-ton battleship *Bismarck* went to the bottom after a long chase by Royal Navy fleet vessels.

The Allies scored a double victory during the Christmas season of 1943. U. S. Navy search Liberators located a squadron of destroyers in the Bay of Biscay. They attacked and directed British cruisers to the scene. Four of the destroyers were sunk, the others scattered and damaged. Three days later the 26,000-ton *Scharnhorst* was sunk off North Cape in the North Sea after a running battle with British cruisers, destroyers and a battleship.

Harassed for months by Navy and land-based bombers which hit it more than once, the last remaining large unit of the German fleet, the 41,000-ton *Tirpitz*, was sunk by RAF bombers with earthquake bombs in Tromsoe Fjord, Norway, on 12 Nov. 1944. And just as the Reich was splitting to bits, the 10,000-ton cruisers *Admiral Scheer* and *Luetzow* were sunk by RAF bombers in Baltic ports.

When British and American troops moved in on north German and Danish ports following the Reich's surrender, they discovered some 480 ships, 110 of them naval vessels ranging from cruisers to gunboats. Only two cruisers, *Prinz Eugen* and *Nuernberg*, were in seagoing condition. They were found in Copenhagen along with three destroyers and two torpedo boats. Found in other ports were:

Kiel: cruisers *Admiral Hipper* and *Emden*, both aground; Wilhelmshaven: cruiser *Kolen*, sunk; Oabenraa (Denmark): cruiser *Leipzig*, damaged; Swinemünde: pocket battleship *Luetzow*, on bottom, and battleship *Schlesien*, sunk; Stettin: 25,000-ton aircraft carrier *Graf Zeppelin*, damaged and uncompleted; Gdynia: pocket battleship *Gneisenau*, sunk as blockship, and old battleship *Schleswig-Holstein*, scuttled or used as blockship; Koenigsberg: cruiser *Seydlitz*, blown up.

Germany's most intense naval surface war raged along the coasts of western Europe, through the English Channel and the North Sea, were her E-boats, R-boats, trawlers, flak-ships and light destroyers were almost constantly engaged by light British craft. Sorties across the Channel and North Sea by fast, heavily armed small craft were common and the "little ships" engaged in some of the hottest fighting of the war. The invariable objectives of each side were coastal convoys carrying raw materials from port to port.

The German Unterseebooten fought until the final hours of the war. Twenty-seven hours before Germany surrendered an American collier and a tanker were torpedoed and sunk off the New England coast. The last sinking by U. S. Navy forces followed. A destroyer, two DEs and a frigate attacked and sank the U-boat in shallow water 10 miles off the coast.

In response to the Allies' orders to surrender at the nearest ports, U-boats turned up first off the British Isles. Later others radioed to the U. S. and surrendered to the Navy off the Atlantic seaboard. Of the 75 to 100 U-boats reported at sea at the time of surrender all but 10 or 20 of these had surrendered at last report.

Total U-boat sinkings by the Allies during the war were put at approximately 550, British naval circles reported. They also disclosed the use by Germany of midget submarine packs which attempted to blockade supply lines to the continent during the closing months of the war.

In the Air: Good Hunting

In the final, fading days of Germany there was no place where the Wehrmacht, the German Navy or the Luftwaffe could hide from the avenging might of the combined American and British air forces. Escaping Germans were hunted down ruthlessly by fighters, attack bombers and heavy bombers whose job of knocking out Germany's war production ended when ground forces overran most industrial areas.

None of the last air assaults were strategic in nature although some were directed at cities still in enemy hands. Wave after wave of heavies struck Bremen, turning it into a raging inferno, as British troops smashed through its outer defenses.

Adolf Hitler's mountain-top retreat and chalet at Berchtesgaden were battered with 6-ton bombs by the RAF. Troops and motor transport attempting to reinforce both besieged Berlin and Hamburg were strafed and bombed by fighters and light bombers.

RAF jet fighters and USAAF fighters shot up German airfields and disrupted rail traffic as Germans attempted to flee to Denmark. Ninth Air Force planes by the hundred ripped up German defenses in advance of the sweeping 3d Army.

Other bombers reported field days in the Baltic where German ships were attempting to evacuate refugees and soldiers to Norway. In one day the RAF knocked out 74 ships with rockets, cannon and bombs. Troopships, submarines and other vessels were destroyed in the final hectic assaults.

Bombers also flew over Europe on errands of mercy as well as destruction. Starving Dutch were cheered when 250 RAF Lancasters swooped low over the Netherlands and dropped 600 tons of food to happy, waving throngs.

In a final tabulation released at the end of the European war, the 8th Air Force announced its planes had dropped 4,628,687 bombs on the continent and destroyed 15,439 enemy aircraft since its activation in July 1942. The last assault was made on the Skoda munitions works in Pilsen, Czechoslovakia, 25 April.

Germany's unconditional surrender also brought relief to Britain after nearly five years of every kind of bombing the Germans could conceive. In the last type of attack, the V-2 rocket bomb, a total of 1,050 landed in Britain, killing 2,754 persons and seriously injuring 6,523. The damage to property has not been calculated.

U. S. CASUALTIES IN EUROPE

Preliminary estimates of casualties for the Navy, Marine Corps, Coast Guard and Army in the European and Italian-African campaigns totaled 696,833. The figures given below are through 28 April for the Navy; 10 April for the Marine Corps; 5 May for the Coast Guard, and 31 March for the Army.

	Dead	*Missing*	*Wounded*	*POW*	*Totals*
U. S. NAVY					
Atlantic-European	6,415	594	3,612	29	10,650
Mediterranean	1,930	78	1,689	0	3,697
Totals	8,345	672	5,301	29	14,347
U. S. MARINE CORPS					
Atlantic-European	32	1	1	3	37
Mediterranean	2	0	0	0	2
Totals	34	1	1	3	39
U. S. COAST GUARD*	508	....	....	....	508
U. S. ARMY (ground and air)					
Europe	96,890	55,873	330,505	31,597	514,865
Mediterranean	35,167	11,094	100,882	19,931	167,074
Totals	132,057	66,967	431,387	51,528	681,939

* Coast Guard keeps no breakdown by theaters for casualties other than dead.

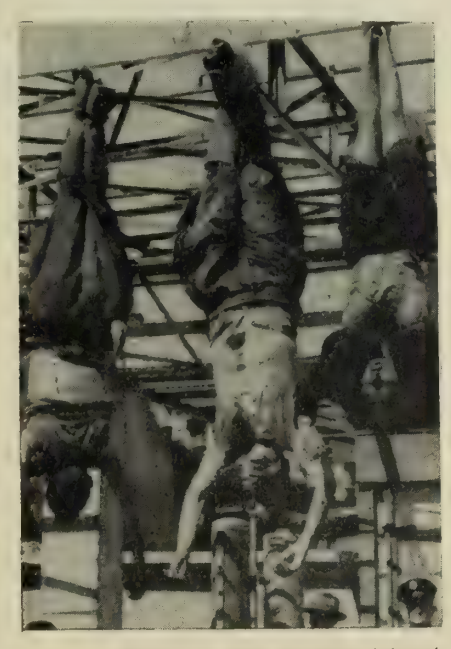
The Beginning of the End

Resistance to the Allies in Italy, in whose Balcony Empire Fascist dictatorship was spawned 22 years ago, collapsed like a deflated balloon on May 2. Military opposition was routed by American and British steamrollers; the people were roused to revolt against German divisions in the north; the once powerful Duce was executed, his mangled body made the butt of insults and indignities in Milan's public square.

Benito Mussolini, whom Adolf Hitler imitated in the early days of his rise to power, died at the hands of his own people three days before the German radio said that Hitler, too, had been killed.

The capitulation of all German and Italian forces still fighting in northern Italy and southern Austria came at noon on 2 May, ending a grueling 20-month campaign which started when American forces jumped the Straits of Messina from Sicily in 1943.

It took the American 5th Army and the British 8th Army just 21 days after they began their spring offensive to subdue the remnants of 22 German and six Italian Fascist divisions left in Italy. From the time Allied troops stormed up to the south banks of the Po River on 22 April and crossed it the next day, the Axis armies fled like frightened deer for the north. In no one place did the enemy make a determined stand. La Spezia, Ferrara, Verona, Genoa, Milan and Venice fell to the Allies while partisans rising in Turin seized the city and later turned it over to the 5th.



Official U. S. Army Air Forces photograph

IL DUCE made his last public appearance hanging head down between his mistress and henchman Starace in Milan.

The start of the spring campaign unleashed a wave of uprisings all through occupied Italy which resulted in violence, bloodshed and the capture of Mussolini, Marshal Rodolfo, Graziani, "the butcher of Ethiopia," and others.

When captured, Mussolini was running for safety in Switzerland, harried by partisans and the fear of the death which was his eventual fate. Captured at Nesso on Lake Como on 28 April as he was about to start the last lap of his frantic flight, he was given a quick trial by partisans and executed by shooting through the head. Clara Petacci, his mistress, and several other Fascists died with him. In a moving van his body, along with those of his mistress and the others, was taken to Milan, birthplace of Fascism, where it was piled on the outskirts of the pile of dead which covered the Piazza Loreto.

Then the mob which formed in the square began to vent its long pent-up wrath. Young partisans kicked Mussolini's head. Others spat upon his body, kicked it, cursed it. Later his body and that of his mistress were hung by the ankles in a nearby service station.

In a potter's field outside Milan, Mussolini, his girl friend and Achille Starace, former secretary-general of the Fascist party, were buried in plain wooden caskets in unmarked graves.

West Meets East

They had come a long way, Joe and Ivan, so it was fitting that their meeting should be celebrated with wine and speeches and backslapping. The wine had been captured from the

enemy. At first neither understood the other's speeches. But the slaps on the back were easily understood—they were the international gestures of praise, congratulations and good will of two great armies which had battered their respective ways back from humiliating defeat against what once had been the greatest military force in history.

Thus did American and Russian GIs meet at Torgau on the Elbe River, 28 miles notheast of Leipzig at 1640 on 25 April. The juncture split the disorganized German Wehrmacht into two pockets and led eventually to the capitulation of the remnants of the Reich's once mighty war machine.

From the bomb-pitted beaches of Normandy had come the 1st Army's 273d Regiment of the 69th Infantry division, a 650-mile journey interrupted by a score of major battles, hundreds of minor ones. The 1st Ukranian Army's 283d Regiment of the 58th Guards Division had crawled from under the piled rubble of Stalingrad to drive 1,400 miles from near defeat to overwhelming victory.

The first meeting was unscheduled and unofficial. A two-man jeep patrol set out to round up German prisoners. A radio message ordering them not to go more than five miles beyond the Mulde River never reached them. They kept on, and 25 miles farther they met the Russians. Lt. Albert Krevetcrew walked toward the Russians and thrust out his hand. A Red Army soldier shook it. Krevetcrew radioed the news back to his battalion commander.

At Torgau the official link-up was made by 2d Lt. William D. Robertson of Los Angeles and three enlisted men in a jeep. Across the Elbe the Russians sent up colored recognition flares, but Robertson had no flares. With mercurochrome and blue ink from a pharmacy, he converted a white bedsheet into a rough replica of an American flag and waved it from the tower of an ancient castle. The suspicious Russians fired a few anti-tank shells. Undeterred, Robertson and his men walked into the open, down a road to a half-demolished bridge. They scrambled out on the twisted girders and two Russian officers came out from the eastern end. They met mid-way. "Hello, tovarisch! Put it there!" said Robertson.

Then the celebrations began.

The juncture might well have been made earlier by the 9th Army to the north had not Gen. Eisenhower ordered it to stop on the Elbe. Footsloggers of the 9th expected to go on into Berlin and meet the Russians there, but the Supreme Commander ordered the halt at the line which would later mark the eastern limits of American-occupied Germany.

After the first meeting, link-ups were frequent. Patrols would meet and greet each other almost every day. On 30 April elements of the 9th Army connected with the Russians in Appollensdorf, a tiny agricultural village southeast of Wittenberg. By 3 May British and American troops formed an almost solid junction with the Red Army along a 65-mile front south from the Baltic Sea. Next day the Germans collapsed.

Announcement of the original link-up was made simultaneously from Washington, Moscow and London. Said President Truman in disclosing the meeting:

"The union of our arms in the heart of Germany has a meaning which the world will not miss. It means . . . that the last faint, desperate hope of Hitler and his gangster government has been extinguished. . . . (It) signalizes to ourselves and to the world that the collaboration of our nations . . . can surmount the greatest difficulties of the most extensive campaign in military history and succeed. . . . This great triumph of Allied arms and Allied strategy is such a tribute to the courage and determination of Franklin Roosevelt as no words could ever speak."

Russians Take Ruined Berlin

Beneath the blazing, crackling wreckage of Adolf Hitler's once proud chancellery, representatives of the remnants of 343,000 desperate Wehrmacht troops humbly surrendered the greatest city of continental Europe to a victorious Red Army. It was the end of Berlin, symbolical end of Nazi-ism, and virtually the end of Germany.

For 16 days since the 1st White Russian and 1st Ukranian armies had jumped off from their Oder River bridgehead, the Germans fought furiously, yet hopelessly, to defend their already battered capital which once had housed 4,335,000 people. But in four days the Russians reached the outskirts of Berlin and drove relentlessly on against resistance that, at times, resembled their own at Stalingrad.

While wave after wave of Stormoviks wheeled and dived overhead, Russian tanks, infantry and artillery pounded steadily through outlying districts and then the suburbs against hundreds of snipers, massed self-propelled guns and tanks, heavily fortified pillboxes.

At first the Germans managed to rush reinforcements in from the north, through a rapidly narrowing gap. Propaganda Minister Joseph Goebbels exhorted the defenders to hold out and promised more troops to aid the garrison.

But on 25 April the two Red armies closed their pincers northwest of Potsdam and the fate of the city was sealed. Still the Germans fought on. For several days they employed the great subway system to strike at the Russian rear. They piled into trains and swept beneath the front lines to emerge at a point which the Russians believed they had cleared. They would rush from the stations in assaults similar to Jap "Banzai" charges, only to be cut down by alert Russian gunners. Many times Red Army men

IN NAZI HORROR CAMPS at Buchenwald (left) and Ohrdurf (right) U. S. troops found scenes like these. . .

descended into the tunnels with artillery field pieces and fired point-blank at trains and German infantry prowling the underground.

In attempts to forestall the Russian advance, the Germans used every conceivable trick to prevent capture. Spies dressed as priests carried walkie-talkie radios under their robes and tried to lure Red units into artillery traps. Armored trains rolled down the few remaining miles of the city's railroad network, blasting away at the advancing Russians.

Gradually the besiegers advanced. More white flags fluttered in place of swastikas. Tempelhof airdrome, last air escape field for high Nazis, was captured. The end neared as Russians swarmed through the center of the city on May day, capturing the gutted German Reichstag, Brandenburg Gate and the Ministry of Interior.

The last pocket of resistance was in the fortified Tiergarten area near the Chancellery. On 2 May that also fell.

Russian troops immediately set about searching the ruins for the bodies of Hitler, Goebbels and other top-ranking Nazis reported by German radio to have died in defense of the city.

Life and Death in Nazi Germany

There will be no doubts after this war, as there were after the last, that the Germans were guilty of heinous crimes in the treatment of political and war prisoners. Almost unbelievable evidence of the sadistic infamy of SS troops was uncovered with every mile of Germany captured by advancing Allied troops. Mutilated, shrunken bodies, some still alive, were discovered by the thousands in disease-ridden concentration camps where mass graves, cremation furnaces, torture chambers and official records testified to the greatest mass slaughter of human beings in history.

Victims of Nazi brutality were Germans opposed to Hitler and his government, Jews, foreigners, mental and physical delinquents, and prisoners of war. Customary methods of disposal of these people, both men and women, whom the Nazis considered undesirable in their new world of "supermen," were similar in almost all camps: gas chambers, strangulation, starvation, disease —followed by mass cremation. As American and British tank columns dashed close to some camps, the commanders eliminated most operations and simply burned their prisoners alive.

Other camps packed emaciated living skeletons, so systematically starved that they could no longer work and therefore considered by their guards fit only for death, into execution chambers, gassed them to death. GIs who discovered another camp reported that prisoners were forced to lie in rows on top of cordwood. They were shot. The next batch of the condemned piled a layer of cordwood on the layer of bodies. Then they, too, were forced to submit to execution. When the stack was big enough it was drenched with gasoline and set afire.

At the annihilation institute at Kiev, 110,000 to 140,000 people were put to death in nine months. Source of the report was a calloused German doctor, Gustav Wilhelm Schuebbe, who calmly admitted to his American captors that he personally killed 21,000 people by injecting them with morphine tartrate. Each doctor on the staff "processed" 100 people a day.

Worst of the camps as described by the American and British troops who liberated the barely living survivors were Buchenwald and Dachau in Germany. At Buchenwald records disclosed that 32,705 people died between July 1937 and April 1945. Some were tortured to death, others flogged. Still others were strangled and more were drained of their blood and left to die. In freezing winter weather men were taken outdoors and stood under a hose for half an hour. Many froze to death. Aside from those killed outright by Stormtroopers, thousands more died of starvation, typhus, typhoid and tuberculosis.

Dachau was captured by Americans who first had to kill the guards in a furious battle. On a siding near the camp, the liberators discovered a train of 39 cars containing wasted bodies, some of them still alive. Not far away along a roadside were bodies of others who were murdered when they tried to escape from their brutal guards. In the camp itself were 32,000 men and 350 women, most of them starving.

Questioning of released prisoners brought forth information about other camps. At Auschwitz-Birkenau, for instance, 2,000 Jews were gassed monthly in the Terezin Jewish Extermination Camp. Still others were thrown alive into red hot trenches to die. In almost every camp gold teeth and fillings were extracted from the bodies after death. Jewelry was removed. Hair was cut off and sent to factories.

Official U. S. Army Signal Corps photographs

. . . Yanks held by the Germans as prisoners of war became living skeletons in as little as six months after capture.

An official report on Buchenwald atrocities made by members of the Prisoner of War and Displaced Persons Division, U. S. Group Control Council, stated that prisoners received only 500 to 700 calories of food a day as against 3,000 to 3,600 needed for adult health. The wife of one SS officer started a fad by collecting tatooed skin. Suitable victims were murdered and their skin made into lamp shades, wall pictures and bookends. Some 40 examples of this were found.

To make sure that German civilians knew what their government representatives had condoned, residents of nearby towns were forced to tour some of the camps, smell the stench of rotting bodies, view the torture, gas and cremation chambers and look upon the grim horror of the living who were almost indistinguishable from the dead.

Official U. S. Army Signal Corps photograph

SMALL FRY commander of the German atrocity camp at Altendorn is marched off to internment.

Rat Trap Snaps Shut

Some were murderers, some thieves. Others were sadists or torturers. Still others were traitors or collaborationists, Gestapomen or stormtroopers, or just plain Nazis or Fascists. Many of them were two, three or even four of these criminal types. In a few brief days, as Germany collapsed, most were either dead or prisoners. A few were still missing.

Millions of just plain Nazis crammed the PW pens all over Europe but the real criminals, whose crimes had been underlined by the recent liberation of prisoner and concentration camps, trickled in under special guards to be turned over to courts which will try them for their crimes.

Adolf Hitler, the man who started it all, was reported to have fallen in his Berlin Chancellery during fighting for the capital . . . to have committed suicide . . . to have died of a cerebral hemmorhage. Mussolini, first Hitler's teacher then his stooge, was executed by partisans in northern Italy.

Russians said the body of Paul Joseph Goebbels, der Fuhrer's fanatical little mouthpiece, was discovered in an underground city beneath the Chancellery in Berlin.

The only other high Nazis whose deaths were confirmed were Konrad Henlein, gauleiter of the Sudetenland; Josef Terboven, German commissioner for Norway, and Edward Waiter, head of the Dachau death camp. All three killed themselves.

Rumor, conflicting statements and even official acceptance surrounded the alleged death of Hitler. First Heinrich Himmler, Gestapo chief who apparently had control of the Reich a few days before Admiral Doenitz took over, announced that Hitler was dying of a cerebral hemmorhage. On 1 May the German radio announced the Fuhrer had been killed while fighting with his troops in defense of Berlin. Three days later, Goebbel's chief assistant, Hans Fritsche, captured in Berlin, contended that Hitler had committed suicide.

Coinciding with reports of Hitler's death were others involving Himmler and Martin Bormann, Nazi party secretary. Himmler's wife, found in a chalet in the Italian Tyrol, said she believed her husband was dead. Other reports had him hiding in Bavaria or Austria, or turned over to the Allies by Admiral Doenitz. A body alleged to be Bormann's was found in Berlin.

Once No. 2 Nazi, fat, loquacious Hermann Goering, chief of the extinct Luftwaffe, was the biggest (in size and importance) live prize captured by the Americans. Like other party leaders, Goering immediately began to berate his former associates, stating that Hitler was "narrow and ignorant"; that Joachim von Ribbentrop, missing former Reich Foreign Minister, was "a scoundrel"; that Rudolph Hess, who flew to England in 1941, was an unpredictable eccentric.

Other Nazis or Nazi-collaborators taken included Vidkun Quisling, puppet premier of Norway who, the Norwegians said, would be tried as a common criminal; Sepp Dietrich, notorious SS general; Joseph Darnand, chief of Vichy's militia; Admiral Horthy, regent of Hungary; Marshal Henri-Phillippe Petain, former Vichy premier; Lt. Gen. Andrei A. Vlasso, Russian traitor who fought with the Germans; Wilhelm Frick, "protector" of Bohemia and Moravia; Dr. Arthur Seyss-Inquart, Netherlands gauleiter; Dr. Robert Ley, Labor Minister and alleged mastermind behind the German werewolf movement, and Dr. Alfred Rosenberg, Nazi mystic-philosopher and leader of the anti-Russian crusade.

Military leaders captured included Field Marshal von Rundstedt, Lt. Gen. Karl Dittmar, Field Marshall Gen. Albert Kesselring, last supreme commander of German armies of the west; Field Marshal Ewald von Kleist, and Lt. Gen. Ernest Kaltenbrunner, the man who designed mass slaughter methods for political prisoners.

Pierre Laval, former Vichy Premier, flew to Spain seeking refuge but was jailed on orders of Franco.

Occupation of Germany

The people of Germany were beginning to understand in a small way last month what had been imposed on the conquered peoples of Europe for the past five years. Under Allied Military Government, set up to control the conquered Reich, there was no leniency, only rigid, uncompromising rule tempered slightly by common humanity.

Civilians had begun already to feel the food shortage. They will get only 1,007 calories each a day. They cannot telephone nor mail letters. They cannot travel except by foot or bicycle. Except on the farms few of them can work; only food shops are open. Queues for food are growing longer and slower. Curfews are strictly enforced. Occupation troops are conforming strictly to the non-fraternization rule.

In command of the occupation of the American zone, as yet unspecified, is General of the Army Eisenhower with Lt. Gen. Lucius D. Clay as his deputy. Vice Admiral Robert L. Ghormley, USN, is commander, U. S. naval ports and bases.

Their plan is based on a "tough" administration and "ruthless . . . denazification" program which includes the sifting of 4,000,000 to 6,000,000 suspected war criminals from the population, according to Secretary of War Henry L. Stimson. A U. S. Group Control Council, coordinated with the over-all Control Council in Germany, will operate the zones occupied by U. S. forces. Under it will be 12 divisions including Army, Navy and Air, transport, economy, finance, legal and prisoners of war and misplaced persons.

The latter group already presents one of the greatest problems of the occupation. Thousands of people, liberated from labor camps, are roaming the highways and woods, undecided what to do with their new freedom. Some have been looting farms and stores for food and clothing. Many of them, starved and crippled from hard forced labor, thought first of revenge and attacked German civilians.

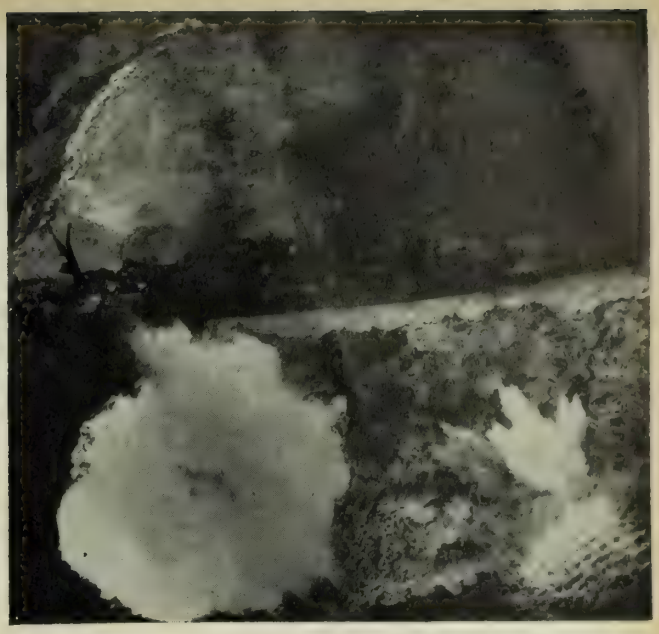
Germany's only major contribution to her own internal economy for some time will be the farms which have been planted already despite the delay caused by military operations. Manpower is shorter than ever before because all the slaves have been freed and a high percentage of German men are prisoners.

Shift to the Pacific

The greatest moving job in all history—the shift of millions of American men and their fighting equipment from Europe to the Pacific—had already begun when peace came to Europe last month. But the Army estimated it will take almost a year to return 3,100,000 men to the U. S. or

Photograph from Press Association, Inc.

BIG FRY Hermann Goering was without his medals as he checked into 7th Army prisoner of war camp.



Official U. S. Navy photographs

NO ESCAPE could the Jap 40,000-ton battleship Yamato (left, above) and the Agano class cruiser (right) find when U. S. carrier planes caught them 50 miles south of Kyushu. Also sunk were another cruiser and three destroyers.

transport them to the Far East (see p. 2).

Both combat and service troops serving in Italy had started for the Pacific before the cessation of hostilities, while some air and ground crews from France and the United Kingdom were also on their way.

Meanwhile the Army's post V-E day demobilization program went into effect. On 12 May 2,500 soldiers, first batch of some 1,300,000 men to be discharged, returned to civilian life. Each of them qualified under a plan giving credit for parenthood, length of service, overseas service and combat awards. About half of the men to be demobilized are now in Europe and about one-third in the Pacfic. Most of the rest are in the U. S., having returned under rotation after serving overseas.

The plan will not affect naval personnel. Said Vice Admiral Randall Jacobs, USN, the Chief of Naval Personnel:

"The end of the war in Europe finds only about 3% of all naval personnel on duty in the European theater. Some personnel now in Europe must stay there to carry on necessary but reduced naval activities. But the majority can now be reassigned where they will do the most good in the war against Japan. Wherever possible, personnel transferred from the European theater to duty in the Pacific will be given leave at home during the period of redeployment."

"Victory in Europe means additional duties for the Navy. We will have to convoy troops moving out of that theater. The haul by sea from the United States to Europe is very short compared with the haul from Europe to the far Pacific. . . . Our need for men . . . is not reduced by the end of the war in Europe. We have more work to do . . . not less."

Provided soldiers are not members of essential units or engaged in essential Army jobs, they may be discharged after they have accumulated a "critical score" exceeding 85 points. One point is allowed for each month's service since 16 Sept. 1940, one for each month's overseas service, five points for each combat decoration and bronze campaign star, and 12 points for each child, up to three, under 18 years old.

But for most of the 48 infantry divisions, 15 armored divisions and three airborne divisions in Europe and Italy, service in the Pacific is indicated. Although many thousands of troops will go directly to the East via the Mediterranean and India, the majority will return through the U. S., where they will be granted a 30-day leave before retraining for the Pacific type of war.

Only exception to the separation by point system will be made for recipients of the Congressional Medal of Honor. The 82 Army officers and men who have received the decoration will be discharged on their own request. Gen. Eisenhower assured Army veterans of both the African and European fighting that they would not have to fight in the Pacific; those who haven't enough points for discharge now, he said, would be retained on other duty until qualified.

To speed the transfer of armament, Army ordnance experts began reconditioning and packing heavy guns, tanks, trucks, small arms and other fighting equipment before the war's end. Seventy percent of the equipment in Europe will be sent to the Pacific. The remaining 30 percent represents equipment worn beyond possible use in combat, and material to be used by the Army of Occupation, the 15th Army.

First big mass movement of troops was made from the Persian Gulf area to China. Troops stationed in the Iranian desert, where they helped supply the Red Army, moved 6,000 miles in a huge truck convoy, by sea, rail and road to Kunming, where they are now assisting troops in China.

PACIFIC

Bitter Battle for Okinawa

Yard by yard, often foot by foot, American marines and soldiers struggled forward through fierce hand-to-hand and grenade fighting in the bitterest battle of the Pacific last month in attemps to crack fanatical Jap resistance on Okinawa while the Navy maintained its supply lines and fire support off the vital island in the face of increased heavy attacks by Jap suicide planes.

Vicious enemy counterattacks often hurled the Americans back from previously won positions. Battles for single small hills raged for days; they were taken, lost and retaken many times. Naha, the deserted, rubbled capital, was entered by Marine patrols who found it a city of dead Japs.

Enemy resistance was not confined to the ground. Almost daily waves of Jap planes from Kyushu and Shokuku, southernmost enemy home islands, swept in over the fleet standing off Okinawa. Some, mere pinpoints high in the sky, dived on ships, hitting some, sinking some, but mostly missing. Others roared in low, just above the surface, through converging streams of antiaircraft fire. Their losses were tremendous.

First sign of change on land came on 25 April when Ishin, a strategic village on the eastern end of the almost impregnable Naha line, fell to Army troops. That same day Marine units occupied Yagahi Island, north of Motobu Peninsula, and Kouri and Heianza Islands off the east coast of Okinawa.

Although the process was slow and costly, it continued. Kakuzu, on the left flank, fell to the infantry. Then troops hammered through to Machinato, two miles from Naha, and ripped

Official U. S. Coast Guard photograph

JAP HUTS BURN as soldiers of 77th Division mop up on Ie Shima. Fighting was hot too on nearby Okinawa last month as Yanks gouged way into Naha.

Machinato airfield from its stubborn defenders. A 1,400-yard gain placed the troops within a mile of Yonabaru.

Meanwhile, small Jap landing parties were attempting to disrupt operations in the rear. In almost every case they were destroyed by Marine artillery before landing. Some managed to make shore but were quickly mopped up.

Jap counterattacks were frequent but seldom succeeded. On 6 May the largest one yet launched was broken up by troops who then launched an offensive of their own.

All during the murderous assaults, planes from carriers and rebuilt Okinawa bases hammered Jap emplacements in coordination with fleet guns standing off the island. One general advance was made after naval bombardment had stunned the enemy.

Even human bombs were used by the Japs on infantry lines. On 12 May the Americans fought off numerous counterattacks and gained half a mile, then began shelling Shuri, key point in the Jap defense system.

Conical Hill, dominating Shuri and Yonabaru, was captured by two infantry companies after nearly a day of Jap counterattacks, and Yonabaru airfield was taken.

Marines on the right flank smashed into the outskirts of Naha on 16 May and, after a five-day battle, captured Chocolate Drop Hill. Japs even placed their artillery in hitherto inviolable tombs and raked advancing American troops.

Entry of Marines into Naha took place on 18 May. The following day the infantry continued its assault on Shuri against new reserves thrown in by the Japs.

The results of the sustained American attack began to show on 21 May. Elements of three American divisions were enveloping the Shuri fortress and pushing into the deep network of defenses. The 77th division held firmly 900 yards northeast of Shuri.

Despite heavy American air attacks on Jap airfields, planes continued to damage and, occasionally, sink fleet units off Okinawa. There an American warship was sunk on 23 April. On 30 April a clearly marked Navy hospital ship off the island was attacked by a Jap plane which killed 29 and injured 33. That day some 200 enemy planes attacked, damaging some light units, but 104 of the planes were destroyed.

On 4 May two light naval craft were sunk and five more went down the following day. The Japs lost 150 aircraft. The attacks continued and, on 15 May, 25 out of 35 attacking planes were shot down and one of our major fleet units was damaged.

The severity of the fighting is indicated by casualty figures. By 15 May the Japs had lost 46,505 dead and 1,038 prisoners. Admiral Nimitz reported 4,322 10th Army soldiers and marines killed or missing through 18 May. Navy killed or missing totaled 3,978.

Army, Navy Planes Raid Japan

U. S. air power massed in increasing strength over Jap homeland cities and southern island air bases last month, destroying huge sections of industrial Nagoya in flaming incendiary raids and hampering enemy attempts to launch heavier suicide attacks against American shipping off Okinawa.

Great fleets of B-29 Superfortresses opened a campaign of sea mining which may have far reaching effects on Japan's attempt to supply both her homeland and outlying bases. On 11 May the 20th AAF announced that 19 operations sowing mines in Japan's Inland Sea and all major ports had been accomplished with the assistance of the Navy. The program, a long-range one which must be maintained to be effective, was planned with the help of Navy mine experts. Navy mines are used.

Although Superfortresses were diverted to attacks on Kyushu air fields, there seemed no let-up in their attacks on Jap industry. Heaviest assaults were made on Nagoya, industrial city on Honshu. In two massive raids, 14 and 17 May, the B-29s wiped out huge sections of the city and left raging fires sweeping through industrial areas. Targets included the Mitsubishi aircraft plant and the dock areas. Other major targets included Tokyo, Tachikawa, near Tokyo, where the Hitachi plane plant and an army air depot are located; an aircraft plant at Fukae, near Kobe, and a naval fueling station and synthetic fuel plant at Tokuyama on the Inland Sea.

Cooperating with the forces fighting on Okinawa, the B-29s made 14 separate attacks on the chain of enemy air bases on Kyushu and Shikoku Islands, 350 miles from the Ryukyus. Although some cities were bombed, the Superfortresses concentrated on the air fields from which enemy planes were attacking units near Okinawa.

Navy carrier aircraft launched their biggest raid since 18 March against Jap home islands when they plastered 17 enemy airfields on Kyushu and two more on Shokuku with bombs and bullets. While destroying 284 Jap planes, the carrier aircraft shot up railways, airport installations and storage dumps.

Earlier in the month, the carriers sent planes winging wide over the Ryukyus, damaging airfield installations on Sakishima Islands, southernmost of the Ryukyus, and Amami and northern Ryukyus islands. They shot down 26 Jap planes.

Twice during the month land-based Army Mustang fighters swept over Honshu, strafing and bombing airfields and destroying 91 Jap planes.

Navy and Marine Corps pilots raised their total of destroyed enemy planes since the start of the war to 11,601, the Navy Department announced. During the first three months of 1945, naval aircraft destroyed at least 1,782 enemy planes for a loss of 188, a victory ratio of 9.4 to 1, almost double the percentage results for 1944. Nearly 800 of the first three months' total were shot out of the air.

Meanwhile, the Tokyo radio admitted that 3,140,000 persons in the industrial cities of Tokyo, Osaka, Nagoya and Kobe had become "disaster victims" due to American air attacks and that 770,000 homes had been destroyed.

Enemy Hit from Below

Japanese combat shipping losses to U. S. submarines since the start of the war total 400,000 tons, Vice Admiral Charles A. Lockwood, USN, commander of the Pacific Fleet's submarine forces, disclosed last month at a press conference in Washington.

The naval vessels sunk by American raiders include 4 aircraft carriers, 17 cruisers, 53 destroyers, 3 tenders and 49 others. In addition, Pacific submarines have destroyed 4,00,000 tons of merchant shipping.

A good "bag" for one cruise by a single sub is three or four enemy ships although eight or 10 was not unusual. Sinkings have decreased somewhat, however, because of the decline of Jap naval and merchant power.

Discussing undersea operations, a rare occurrence for the "silent service," Admiral Lockwood expressed the opinion that the Jap merchant losses comprised at least half of what was available to the enemy at the peak of his power.

Among the daring jobs assigned to submarines, he said, have been reconnaissance, gun-running to guerrillas in the Philippines and operating in the vicinity of islands or coasts to be taken from the Japs to prevent supplies or reinforcements from getting there.

During the month the Navy Department announced that our submarines have sunk an additional 30 enemy ships. Those sunk include 2 destroyers, 3 escort vessels, 2 patrol vessels, 2 large tankers, 13 medium cargo vessels, 4 small cargo vessels, 1 destroyer transport, 1 medium tanker and 2 medium cargo transports.

In the same period the USS *Swordfish*, a submarine, was reported overdue and presumed lost. Also lost were the *LCS(L) (3) 26* and the *YMS 71*.

Reclaiming Japs' Stolen Empire

While pressing vigorously their cleanup in the Philippines, General of the Army MacArthur's forces last month also leaped to the Netherlands Indies by landing under naval cover on the important oil-producing island of Tarakan.

A third landing by American forces on Mindanao, second largest island in the Philippines, surprised the Jap defenders who were girded to meet the approaching 31st Infantry Division pushing up the central highway from the south. The landing at the head of the Macajalar Bay on the northern coast by strong forces of the 40th Division was apparently part of a plan to catch the enemy still holding out in the center of the island in a vise.

CASUALTY FIGURES

Casualty figures among naval personnel through 20 May totaled 107,275. Totals since 7 Dec. 1941:

	Dead	*Wounded*	*Missing**	*Prisoners**	*Total*
U. S. Navy	26,602	15,908	9,607	2,369	54,486
U. S. Marine Corps	14,591	34,303	909	1,879	51,682
U. S. Coast Guard	793	210	104	—	1,107
Total	41,986	50,421	10,620	4,248	107,275

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.

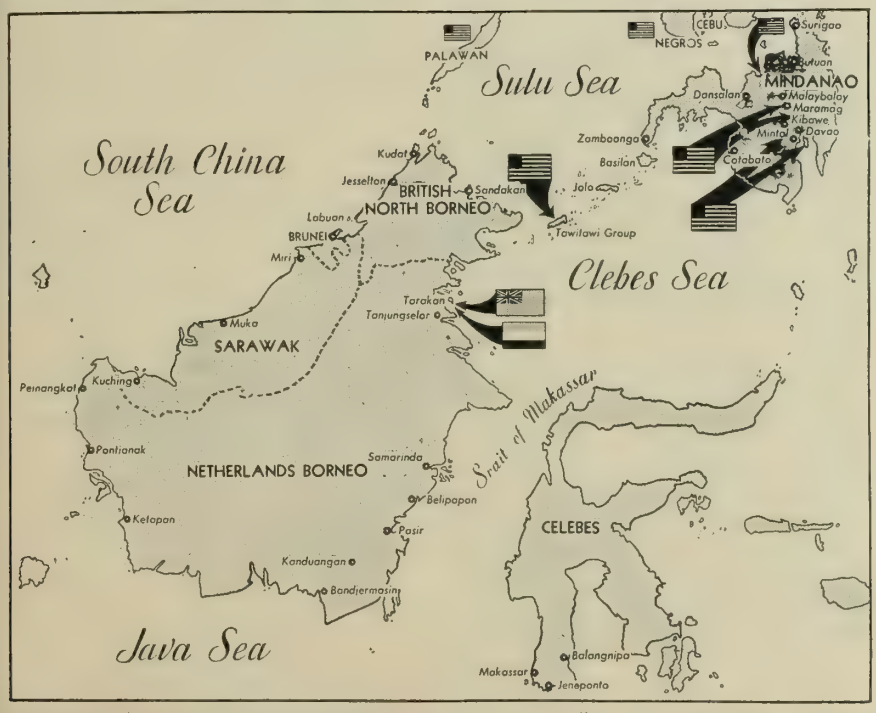
On 3 May, Gen. MacArthur confirmed the previous day's Austrialian announcement that Tarakan Island, east of Borneo in the Netherlands East Indies, had been invaded by Australian forces, supported by Allied naval units.

On Luzon, the Ipo Dam, source of one-third of Manila's diminishing water supply, was captured intact. In the southern Philippines an amphibious operation engulfed the island of Samal, off Davao, on 10 May.

By 16 May, more than 90% of Mindanao Island had been captured by the Americans and more than 95% of the population liberated.

On Tarakan, Allied forces captured Tarakan City with tanks and flamethrowers and took full possession of the airfield by 8 May and were within one and one-half miles of the eastern shore. By 19 May, the campaign was virtually completed with General MacArthur reporting "all major installations and objectives are now secured."

On New Guinea, Australian troops were two miles past Wewak, one-time Jap strongpoint. Air raids continued on by-passed, Jap-occupied islands including those in the Carolines and Marshalls, and on others which have long since been secured, Japs still were being ferreted out and killed or captured.



BORNEO became a new stepping stone in the Allies' Pacific drive as Australian and Dutch troops landed at Tarakan. A preliminary to Tarakan was Yank landing in Tawitawi group. Yanks made new gains on Mindanao.

Victory in Burma, Gains in China

On the other side of the giant pincers gradually clamping around Japan's shrinking empire, a "forgotten war" was almost over. The grueling battle for Burma, fought through stifling jungles and sun-scorched rocky hills for more than three years, collapsed into minor pockets when Rangoon, the capital, fell swiftly to paratroops, amphibious soldiers who landed south of the city, and the British 14th Army pushing down from the north.

The men who fought it—British, Indian, Chinese and U. S. troops—received little recognition for their difficult plodding efforts during the first two years as Japs pushed from Thailand up through central Burma and eventually into India.

Turning point in the bitter campaign came last July when British forces recaptured Lashio and then drove the Japs out of India back into Burma. In the next nine months the Allied forces advanced a thousand miles, sometimes in spurts but often only mile by hard-fought mile.

The capture last month of Taungup, vital Jap supply port on the Bay of Bengal, set the stage for the final collapse. From Taungup the British raced south and east, linking up with other units driving through the center. Then strong forces, protected by warships, landed on both sides of the mouth of the Rangoon River and swept virtually unopposed into Rangoon.

Chinese troops in several provinces also scored great gains last month in a general counter offensive aimed at key Jap positions. A major Jap attack which had been threatening the important American air base at Chihkiang, 250 miles southeast of Chungking, was smashed and the foe driven back in one of the most important victories of the Asiatic war.

The Chinese counter offensive began along a 100-mile front. By 24 April the Japs' drive had been completely halted and, in some sectors, routed. By 11 May, with U. S. planes in support, the Chinese had cut through main Jap lines in a general advance.

Along the China coast, in Fukien province, other Chinese troops crashed into the port city of Foochow and captured an airfield to the south on 14 May. Although they were driven out after five days of bitter street fighting, the Chinese doggedly moved back into Foochow on 18 May, giving China its first important eastern seaboard port in many years. There were indications that the Japs might be pulling out of the whole coastal region.

USS FRANKLIN D. ROOSEVELT, named for late President, was launched 29 April at New York Navy Yard. She and sister ship Midway are biggest carriers.

NAVY NEWS

• USS *Franklin D. Roosevelt*, second of the Navy's mighty 45,000-ton armored aircraft carriers, was christened 29 April at the New York Navy Yard. The $90,000,000 warship, one of the two biggest ships ever built in America, was floated in the drydock in which she was built as Mrs. John H. Towers, wife of Vice Admiral John H. Towers, USN, Deputy CincPac, christened her with champagne. Sister ship to USS *Midway*, launched at Newport News, Va., in March, the *Franklin D. Roosevelt* was 17 months in building. It will carry 80 planes of a type so new they have not yet been in combat. Mrs. Franklin D. Roosevelt, wife of the late President, attended the launching and expressed her gratitude that the Navy had given her husband's name to the new carrier. Said Secretary of the Navy Forrestal, the principal speaker: "It is appropriate that the Navy, which the late President loved and served so well, should make this ceremony one of reverent recollection of his memory."

Secretary Forrestal disclosed the combat strength of the Navy's major warships today as contrasted with the fleet of February 1942. His comparison:

	1942	1945
Aircraft carriers	4	26
Escort carriers	0	65
Battleships	16	23
Cruisers	38	67
Destroyers	173	386
Destroyer escorts	0	368
Submarines	112	240
Total	343	1175

The contrast, Secretary Forrestal added, "may be of interest to Premier Suzuki and Admiral Mitsumasa Yonai, Minister of the Japanese Navy."

Four new aircraft carriers are to be named for famous battles of this war. Largest is the 45,000-ton USS *Coral Sea*, named after the first major sea-air battle of the war. USS *Franklin D. Roosevelt*, a sister ship, was to have carried the name *Coral Sea*, but was renamed following the death of the late President. Two new *Essex*-type carriers will be named USS *Iwo Jima*, after the famous Volcano Island fight, and USS *Leyte*, after the Battle for Leyte Gulf, while the fourth carrier is the USS *Lingayen*, an escort carrier, which received its name from the landings in Lingayen Gulf.

Official U. S. Navy photographs

WOUNDED Captain Dixie Kiefer gives a fighting talk to his crew before transfer from his CV to hospital ship. He had 65 shrapnel wounds.

• To help level out the heavy load of Christmas mail and to conserve shipping space, the Navy has announced to the home front that, unlike last year, "Christmas" packages may be mailed at any time during the year and may be insured.

The Navy also revealed to the folks back home that extensive surveys have shown that Navy personnel overseas prefer the following as gifts (in the order named): pictures, canned luxury foods (olives, nuts, sardines, etc.), books, writing portfolios, service watches, pipes, pens, engraved identification tags, waterproof wallets and cigaret lighters.

Overseas men and women do not want cakes, soft candies and cookies, which don't stand travel well, the surveys revealed, nor such items as cigarets, soaps, shaving creams, shaving kits, sewing kits, hair tonics, shampoos, lotions, lipsticks, cosmetics, etc., which are on sale at Navy stores ashore and afloat. Worst of all is any sort of food or material which, if its container becomes crushed or broken, will damage the rest of the mail in the sack.

• The following nominations to flag rank have been confirmed recently by the Senate:

To be rear admiral:

Carl F. Holden, USN.

Clyde B. Camerer, (MC) USN, to be a medical director while serving as district medical officer of the 14th ND.

To be commodore:

William W. Warlick, USN, while serving on staff (logistics) of CincPac and CincPoa.

Ruthven E. Libby, USN, while serving as senior naval member of Joint War Plans Committee.

Edwin T. Short, USN, while serving as commander of a transport squadron.

Samuel P. Jenkins, USN, while serving as commander of a transport squadron.

Alexander S. Wotherspoon, USN, while serving as commander of a transport squadron.

Harvey E. Overesch, USN, while serving as chief of staff to commander, Hawaiian Sea Frontier.

Richard W. Bates, USN, while serving as commander, motor torpedo boat squadrons, U. S. Pacific Fleet.

• Johnny Doughboy is getting a quick ride to a heaven of white sheets, good food and tender nurses if he is wounded in Pacific fighting. Typical case: Recently a soldier was injured by Jap mortar fire on Okinawa. Forty-five minutes later he was in a Naval Air Transport Service Command VRE-1 Skymaster headed for a base hospital on Guam. During the seven-hour flight, Navy flight nurses and hospital corpsmen dressed his wounds. At Guam he was given hot coffee, ice cream and cigarettes. Thirty-eight minutes later he was at a base hospital receiving advanced treatment. Since the formation of the NATS Air Evacuation Squadron, 745 patients have been flown to Guam from Okinawa in 29 trips. After emergency treatment at Guam the men are taken to base hospitals.

• President Truman has a new naval aide, Capt. James K. Vardaman, USNR, 50-year old son of the late Senator James K. Vardaman of Mississippi. Capt. Vardaman replaces Vice Admiral Wilson Brown, USN (Ret), aide to the late President Roosevelt, whose new assignment has not been disclosed.

Photograph from Press Association, Inc.

The President and his new naval aide.

A president and vice president of several Missouri banks and regional director of RFC in St. Louis before the war, Capt. Vardaman saw action in the North African and Sicilian campaigns. In the latter invasion he was injured by a shell explosion while leading a reconaissance party ashore. For exceptionally meritorious conduct in the Sicily operation he received the Legion of Merit.

• Approximately 4,500,000 charts were distributed by the Navy's Hydrographic Office at Suitland, Md., during March, it was announced by Rear Admiral G. S. Bryan, USN (Ret), Hydrographer. It was the greatest volume in the history of the office, an increase of 63% over the average monthly total for the previous 12 months. Cartographers also compiled 91 new charts during the month. Prewar average was 60 a year.

• Twenty-five additional colleges and universities at which Naval Reserve Officer Training Corps units will be established have been selected. NROTC training at the new schools will begin on or about 1 Nov. 1945. Provided for by recent legislation (see March 1945 issue, pp. 57 and 73), the 25 are in addition to the 27 NROTC units in operation now. The new units are:

Alabama Polytechnic Institute, Auburn, Ala.
Case School of Applied Science, Cleveland, Ohio.
Columbia University, New York, N. Y.
Cornell University, Ithaca, N. Y.
Dartmouth College, Hanover, N. H.
Iowa State College of Agriculture and Mechanic Arts, Ames, Iowa.
Illinois Institute of Technology, Chicago, Ill.
Miami University, Oxford, Ohio.
Oregon State College, Corvallis, Oreg.
Pennsylvania State College, State College, Pa.
Princeton University, Princeton, N. J.
Purdue University, West Lafayette, Ind.
Stanford University, Stanford University, Calif.
University of Idaho, Moscow, Idaho.
University of Illinois, Urbana, Ill.
University of Kansas, Lawrence, Kan.
University of Louisville, Louisville, Ky.
University of Mississippi, University, Miss.
Univerity of Misouri, Columbia, Mo.
Univerity of Nebraska, Lincoln, Nebr.
University of Rochester, Rochester, N. Y.
University of Utah, Salt Lake City, Utah.
University of Wisconsin, Madison, Wis.
Vanderbilt University, Nashville, Tenn.
Villanova College, Villanova, Pa.

The 27 schools where NROTC units are already in operation are:

Brown University, Providence, R. I.
College of the Holy Cross, Worcester, Mass.
Duke University, Durham, N. C.
Georgia School of Technology, Atlanta, Ga.
Harvard University, Cambridge, Mass.
Marquette University, Milwaukee, Wis.
Northwestern University, Evanston, Ill.
Rensselaer Polytechnic Institute, Troy, N. Y.
Rice Institute, Houston, Texas.
Tufts College, Medford, Mass.
Tulane University of Louisiana, New Orleans, La.
University of California, Berkeley, Calif.
University of California at Los Angeles, Los Angeles, Calif.
Univerity of Colorodo, Boulder, Col.
University of Michigan, Ann Arbor, Mich.
University of Minnesota, Minneapolis, Minn.
University of New Mexico, Albuquerque, N. M.
University of North Carolina, Chapel Hill, N. C.
University of Notre Dame, Notre Dame, Ind.
University of Oklahoma, Norman, Okla.
University of Pennsylvania, Philadelphia, Pa.
University of South Carolina, Columbia, S. C.
University of Southern California, Los Angeles, Calif.
University of Texas, Austin, Tex.
University of Virginia, Charlottesville, Va.
University of Washington, Seattle, Wash.
Yale University, New Haven, Conn.

• Recruiting quotas for enlisted Waves have been increased to 2,000 a month in order to fill the needs of the Hospital Corps and other branches of the service. Although 13,000 women already are on duty in the Corps, additional thousands are needed. All recruits will receive eight weeks training at NTS, (WR), the Bronx, New York. Hospital Corpsmen will receive additional training before assignment to duty.

• Recently provided for by Public Law 50 (79th Congress) was the creation of the U. S. Naval Academy Centennial Commission to plan for the 100th anniversary of the Naval Academy on or about 10 Oct. 1945. The commission is to be composed of: the President, three members of the Senate, three members of the House of Representatives, the Governor of Maryland, the Secretary of the Navy, the Superintendent of the U. S. Naval Academy and five other persons to be appointed by the President.

• The following are additional naval personnel liberated from war prisons, as reported to BuPers and Marine Corps Headquarters through 15 May:

ASIATIC

Fassoth, William J. Jr., S1c, Bataan, P. I.
Quinlan, Joseph M., CEM, Rochester, N. Y.
Whiteley, John W., Pfc, USMC, Brownwood, Tex.
Williamson, Henry G., CSk, Manila, P. I.

ATLANTIC

Boileau, Louis D., S1c, St. Paul, Kans.
Fowler, Gunter E., CSp(P), Greenbelt, Md.
Geir, Theodore K., RM3c, Edinburg, N. D.
Hatcher, Emer V., S1c, Council Bluffs, Iowa.
Miller, Lloyd E., S2c, Ranger, Tex.
Moore, John L., S2c, Richmond, Tex.
Mulchy, Charles T., GM3c, Utica, N. Y.
Page, John L., RdM3c, North Dartmouth, Mass.
Paulsen, Otto M., S2c, Copenhagen, Denmark.
Peck, George T., Ens., Cambridge, Mass.
Strand, Fredrik A., Lt., Cristobal, C. Z.
Thompson, Carl R., S2c, Pritchard, W. Va.
Vaughan, Richard, S2c, Cleveland, Ohio.
Vroman, John M., S2c, Metamora, Mich.
Williams, William W. III, SM3c, Centerville, Mass.
Winters, Troy T., S2c, Chattanooga, Tenn.

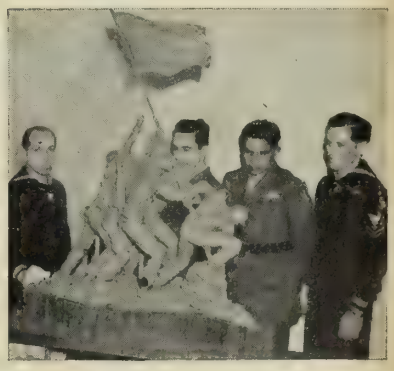
• Any man under 19 years of age who is drafted into the armed forces can count on six months training before being ordered to combat duty, under a provision in Public Law 54 (79th Congress). This does not, however, as stated in the law, prevent the assignment of Navy or Coast Guard enlisted men to duty for training aboard combat vessels or at naval bases beyond U. S. continental limits.

Photograph from Press Association, Inc.

PRESIDENT and survivors of Iwo flag-raising view war bond poster.

Iwo Flag-Raising Survivors Aid in 7th War Loan Drive

Survivors of the group that staged the immortal flag-raising on Iwo Jima began a bond-selling tour last month of U. S. cities in connection with the 7th U. S. War Loan drive. Symbol of the drive is the famous AP photograph of the Mt. Suribachi flag-raising (see cover, April 1945 issue). In Washington, D. C., as a preliminary to the tour, the same colors used on Iwo were raised over the Capitol by the survivors. They also viewed a statue of the famous scene, sculptured from the photograph by Felix G. W. de Weldon (at left in picture below), Austrian-born sculptor now a Ptr2c in the Navy. Survivors (with de Weldon below, left to right) are Pfc. Rene A. Gagnon, USMC, of Manchester, N. H.; Pfc. Ira H. "Chief" Hayes, USMC, a Pima Indian, of Bapchule, Ariz., and John H. Bradley, PhM2c, USNR, of Appleton, Wis. Their comrades on Mt. Suribachi who later were killed in the fierce fighting on the island, were Sgt. Henry O. Hansen, USMC, of Somerville, Mass.; Sgt. Michael Strank, USMC, of Johnstown, Pa., and Pfc. Franklin R. Sousley, USMC, of Ewing, Ky.



Official U. S. Marine Corps photograph

SCULPTOR and survivors of Iwo flag-raising view model for statue.

HELL BROKE LOOSE (left, above) on the USS Hancock when a bomb in an incoming plane exploded. The bomb armed itself as the plane rolled in. Crewmen tried to adjust it but it blew up. Then they fought fire (above) . . .

SHIPS & STATIONS

• Civilian workers who have built thousands of landing vessels for the Navy's amphibious forces will get an opportunity to see one result of their labors when *LST 512*, a veteran of the Normandy invasion, tours America's inland waterways presenting a series of amphibious warfare demonstrations entitled "Hit the Beach." The exhibit-packed *512*, which transported thousands of American, British and Canadian troops and equipment across the English Channel to France before being damaged in a storm, will carry Navy, Marine Corps and Coast Guard personnel, equipped with full battle array for a landing. The exhibit will open at Detroit on 6 June, anniversary of the Normandy landings, and continue to Buffalo, Rochester, Erie, Cleveland, Toledo and Bay City, Mich. Next it will move into Lake Superior and put in at Duluth and then return to Milwaukee, Racine, Wis., Muskegon, Mich., Chicago and Gary, Ind. Later it will go down the Ohio and Mississippi Rivers. Wherever an adequate "beachhead" is available, marines will put on a demonstration of invasion maneuvers.

• Two Marine lieutenants planned and constructed an open-air motion picture theater somewhere in the Marianas Islands in four days and named it "The Roosevelt Memorial Theater" in honor of their late Commander-in-Chief. First Lts. Tyrone Power, former film star and now Commando pilot, and Charles E. Church made seats out of empty incendiary bomb crates from a nearby B-29 base and fashioned a screen of beaverboard and unbleached muslin. For a projection booth they used scrap lumber and tin. A western played to 300 marines on opening night, four days after the President's death. Lts. Power and Church expect to enlarge the seating capacity to 2,000.

• Just as the Navy has taken its air strips to sea on carriers, the Army Air Force has put its aircraft repair units afloat in order to keep pace with the fast-moving island-hopping war in the Pacific. On a fleet of specially fitted Liberty ships manned by merchant marine crews with both Navy and Army armed guard crews, trained mechanics employ machine-tool equipment to repair and salvage Superfortresses and other aircraft damaged in Pacific action. Rather than spend months setting up shore repair bases, the Army dispatches the ships wherever they are needed, ready to handle any plane-repair job. Much of their equipment is mobile and may be taken ashore aboard their own craft. On a special flight deck each ship carries a helicopter to spot downed planes and rescue crews. Other equipment includes deep-sea diving units. Among the shops on board each vessel are electroplating, ordnance, turret, electrical, woodwork, instrument, bombsight, parachute rigging and a special plant for generation of pilots' breathing oxygen.

• American citizenship recently was granted to five Navy enlisted men, immigrants from as many foreign lands, in a ceremony at 15th Naval District headquarters, Canal Zone. The new citizens are Johannes Heusevelt, 30, MM1c, a native of Holland; Francisco Aviles, 27, S2c, from Todos Santos, Mexico; Jose Lasiste, 47, CCK, born on Samar Island, Philippines, a veteran of 26 years naval service; Robert San Martin, 23, CM3c, a native Cuban, and Joseph Anthony Urbanowicz, 38, S1c, former Russian-born Polish citizen. The men obtained citizenship through a regulation permitting naturalization after three months

Official U. S. Navy photographs

TOP BILLING in the Pacific theatre of operations was given stage-screen star Gertrude Lawrence when she visited Guam and signed short-snorters for men.

. . . As wounded were taken below on the outboard elevator (left, above) to the hangar deck, water cascaded down from the burning flight deck. The fire was put out, the wrecked plane jettisoned and the deck repaired (above).

honorable military or naval service.

• A U. S. Navy destroyer to be named after three brothers lost in action is being built at Todd Pacific Shipyards, Inc., Seattle. A 2,200-ton vessel, the destroyer will be christened USS *Hollister*, in memory of the three sons of Mr. and Mrs. Howard J. Hollister, North Robbinsdale, Minn. The eldest, Lyle Eugene Hollister, RM2c, USN, was announced as missing in action after the destroyer USS *Plunkett*, on which he had served since 1942, engaged enemy aircraft off the Anzio beachhead in January 1944. His twin brothers, Richard Jerome Hollister, S2c, USNR, and William Howard Hollister, S2c, USNR, were members of the crew of the USS *Liscome Bay*, escort carrier sunk in the Gilbert Islands operation 24 Nov. 1943. William died of wounds received in action that day. Richard was listed as missing in action.

• Orders to attend a conference at which the leaders of three great nations meet to shape the destiny of the world are rare things in the Navy. Walter F. Clamp, CM1c, USNR, naturally lost no time in carrying out his. Clamp had charge of a group of American servicemen sent to Yalta to prepare a castle for occupancy by the late President Roosevelt and his aides during the Crimean conference with Prime Minister Churchill and Premier Stalin. They built conference tables, hung mirrors, revised rooms and set up about 25 offices. But it wasn't all work. The Russians provided all-out service for the conference guests. "We had about ten pieces of silver at each plate, and hills of food," recalls Clamp. "They treated the least of us like a prince. Never ate so much so happily in my life." His estimate of the results: "I'm betting on the prospects of a lasting peace."

W. F. Clamp

• Repair of battle-damaged fleet units in Navy Yards in the United States has been speeded as much as 25% through the use of microfilm reproduction of blueprints flown to the yard while the vessel is still en route from the scene of action. First use of the new method was made in the repair of the escort carrier USS *Kalinin Bay* which was seriously damaged in the Battle for Leyte Gulf. With 25 shell holes in her hull the patched and limping carrier headed for Los Angeles harbor for repairs at Terminal Island yards. At that time BuShips was developing the microfilm process but was not completely ready for such a job. Photographing the carrier's thousands of plans was rushed and the four small reels of film on which they were duplicated flown to the Pacific Coast. Meanwhile photographs of battle damage were flown from the Pacific. By the time the *Kalinin Bay* reached port fabricated plates were ready to be substituted for damaged ones. Six weeks later the carrier put to sea again. Cost of the reproduction process was slashed tremendously. The microfilm process cost only $21 as compared with $1,500 for a full set of duplicated blueprints. In size the reels occupied one cubic foot. Blueprints would have half filled a 12′ by 18′ room. To duplicate blueprints of a battleship for the seven major Navy Yards, the cost would be $12,000; on microfilm only $500. There is no need for sorting because the films are reeled serially and can be viewed on a projector.

• America's first Liberty ship, the *Patrick Henry*, launched at Baltimore, 27 Sept. 1941, is still plying the seas, hauling important war cargo to men on the fighting fronts, it was revealed last month. First of 2,700 such ships, the *Patrick Henry* has been subjected to numerous air and undersea attacks while voyaging to Russia, Great Britain, Italy, North, South and West Africa and other parts of the world. In 90,000 miles of sea travel she has carried 110,000 tons of war cargo and been to every war theater but the Asiatic.

• A group of Waves bound for Pearl Harbor on an attack transport recently got a real taste of life at sea. Because the regular crew was swamped by extra reports and changes in records made necessary by recent overhauling and addition of equipment, Wave yeomen and storekeepers voluntarily pitched in on payrolls and disbursing manuals. They also worked in the personnel office and pharmacists' mates helped in sick bay.

• Washington's staid Navy Department switchboard, which handles more than 60,000 calls a day, has suddenly turned as salty as a talker on a battlewagon's bridge. No longer will operators answer with, "I'll get your number, Sir," or even just plain, "Yes, Sir." From now on it's "Aye, aye, Sir."

• Chief petty officers in the Waves are rare enough but Chief Radioman Virginia Scott Potter is unique in her field. A Kansas City girl who has her own short-wave operator's license, CPO Potter enlisted in the Waves in 1942 and, through arduous study and practical experience, became the first Wave chief radioman. Her present duty is supervisor of sending and receiving of messages in the communications department at NAS, Floyd Bennett Field, New York. When she enlisted in the Waves as an apprentice seaman, her three brothers—two sailors and a soldier—expressed doubts as to her success. Now she out-rates two of them and takes no orders from the third who is a chief storekeeper. CPO Potter is one of the few Waves to wear the dark blue ribbon of expert pistol shot and she is now trying to win a place on the Floyd Bennett Field skeet team.

CPO Potter

REPORT FROM HOME

V-E . . . And the Job Ahead

Maybe it was because of many premature peace reports, which made the actual event an anti-climax. Or maybe it was because of the scowling, bare-faced fact that Japan still has to be beaten, which meant the story was only half told. And maybe it was a little of both. In any event, V-E day caused hardly a ripple in the States. There were few celebrations, and these were short-lived.

In some cities, department stores closed. In some factories, workers dashed out to celebrate. In New York, many of the citizens, always eager for such eruptions, indulged in one of their well-known ticker-tape-tossing tantrums.

But, generally speaking, America accepted V-E day the way a Washington, D. C., cabbie did. He snapped off his dashboard radio upon conclusion of President Truman's proclamation on the morning of 8 May and said:

"There's still the Pacific. I've got a brother out there."

Some wartime restrictions were lifted immediately by the Government. First to go by the boards was the "brownout" of non-essential lighting. Simultaneously with President Truman's V-E proclamation, broadcast over all networks, WPB allowed America to switch on all its lights again. That night, for the first time since early 1942, New York's Statue of Liberty and Washington's Capitol building were ablaze with light.

Soon after, the War Manpower Commission thawed out job-freezing in some areas where war-essential industries are not located, but this affected few workers.

Some cutbacks in war production were announced by the Army, notably in aircraft manufacture, where the overall requirements are calculated to be reduced from the current monthly level of 7,000 to a year-end figure of 5,000. Army production chiefs also announced the Army will have eliminated $3,500,000,000 in expenditures from its procurement program in about 90 days after V-E day. But the Navy procurement program will go on uninterrupted and undiminished.

V-E plus 8 brought good news to motorists: High WPB officials announced that production of at least 200,000 new passenger cars by the end of this year and 400,000 more in the first three months of 1946 can be reasonably expected on the basis of current supplies of materials and parts. At the same time, officials of the Petroleum Administration for War and oil industry leaders met to consider the question of increasing gas allotments to "A" card holders. Observers freely predicted gas allowances would be increased during June.

First break in the cigaret shortage occurred when one of the leading manufacturers announced a 50% increase in allotments of its brands to jobbers beginning 1 June. The National Association of Tobacco Distributors said the situation would ease during the remainder of the year, but that civilians would still have to stand in line. Meanwhile, the Army and Navy announced that cigarets would be rationed to Stateside personnel beginning 3 June (see p. 75).

Sharp reminder that the war and most of its attendant shortages were by no means things of the past was given by OWI, which revealed on behalf of OPA and WFA that domestic sugar reserves are at rock bottom and sharp reduction in rations of all classes were immediately necessary. New stamp rulings had the effect of reducing each family's anticipated supply for the year from 160 pounds to 120.

Indeed, civilians faced a further tightening of the national belt in connection with food rationing generally. In a 19-page report to the President entitled "The War: Phase Two," War Mobilization Director Vinson offered no hope for a lessening of food rationing regulations. Supplies are expected to be lower and the demand for both the armed forces and liberated countries will be greater. Some officials estimated that a 10% hitch will have to be taken in the belt.

Other prospects for civilians in the one-front war:

- *Travel*: ODT plans no relaxing of transportation restrictions. Convention ban still stands. World Series, if held, must be between teams of same city like last year's all-St. Louis Browns vs. Cardinals affair.
- *Draft*: Calls will continue large.
- *Manpower*: Strict control maintained.
- *Salvage*: Saving of fats, paper and tin cans must not stop.
- *Clothing*: General scarcity will continue, but low-cost items should soon be more plentiful.
- *Forty-eight-hour week*: Continues in war plants, dropped gradually elsewhere.

Unity for Peace

When delegates to the United Nations Conference began to gather at San Francisco late in April, there were three outstanding questions: (1) Would the great powers put their full weight behind the conference? (2) Would the great powers accept amendments of Dumbarton Oaks proposals? (3) Would side issues bog down the conference, or would it develop the unity necessary for setting up a world security organization?

All these questions last month were being answered satisfactorily. The Big Four—U. S., Britain, Russia, China—agreed to 24 amendments, in the words of Russian Foreign Commissar Molotov, with the "unanimity . . . essential for the success of the conference." And, although some bitterly contested side issues developed, the conference never once lost sight of its basic purpose: world peace.

In fulfillment of the Yalta agreement, Russia's request for seats for the Ukraine and White Russia was granted and then, after some objection from Moscow, Argentina was admitted. At the end of four weeks, however, no agreement had been reached on the recognition of a Polish government from which to admit delegates.

As the month drew to a close, principal questions before the conference were the nature of trusteeships over conquered colonies and islands and a proposal by 21 American republics to permit them to band together in self-defense in case of attack on any one of their number without jeopardizing the over-all peace-keeping authority of a new world organization.

Photographs from Press Association, Inc.

LIGHTS AGAIN lit the Capitol dome on V-E day for the first time since Pearl Harbor. The Capital took news of victory in Europe quietly and soberly.

GI JILL, who shortwaves chatter and recordings to men overseas, in May started broadcasting for home consumption. She's Martha Wilkerson, 26.

TWO IN HAND: They're baby skunks, born in Philly and named Hitler and Mussolini. Philadelphians protested, on behalf of the skunks.

• Solid proof that there is to be no letup on the home front in the one-front war was given a few days after V-E day when Secretary of the Treasury Morgenthau opened the 7th War Loan Drive over a nationwide radio hookup. The Secretary urged Americans to prove their awareness that the war was only half won and to "demonstrate to the world again that free men—of their own volition—possess the self-discipline to shoulder their responsibilities." Early reports indicated that the "Mighty Seventh" would pass its $14,000,000,000 goal.

• *Dots and flashes:* Fritz Kuhn, once leader of the German-American Bund, has been ordered deported to Germany as an undesirable alien by the Department of Justice and will be turned over to American military authorities in an area under occupation by our armed forces. . . About 50,000 "useless" Nazi prisoners of war in U. S. camps will be shipped back to Germany this summer, while 300,000 others in essential jobs will be kept here "as long as it suits America's convenience," the Army Service Forces announced. . . The Office of Civilian Defense, organized in May 1941 to plan protection for civilians in case of bombing or invasion of the U. S., will pass out of existence on the 30th of this month. In announcing its discontinuance, President Truman erased a $369,000 proposed budget for the agency for 1945-46.

President Truman made two appointments and took one during the month: He appointed Robert E. Hannegan, chairman of the Democratic National Committee, as Postmaster General after Frank C. Walker had resigned, effective 30 June, and named Edward D. McKim, who served in the battery he commanded in World War I, as his chief administrative assistant. The appointment accepted by the President was the honorary chairmanship of the planning committee of the Roosevelt National Memorial Committee which is considering a suitable national memorial for the late President.

A mid-May snowstorm—worst in more than 25 years—caused about $1,000,000 damage in New England. . . . A blue-white flash and a series of explosions and tremors that terrified hundreds of thousands of citizens along the mid-Atlantic seaboard were identified by Philadelphia scientists as a bolide—large type of meteor. . . . The Red Cross announced that all records were broken in its 1945 War Fund Appeal, with the objective of $200,000,000 being oversubscribed by $24,013,000. . . . A C-4 military-type cargo ship will be named in honor of Ernie Pyle, the noted war correspondent who died on Ie Shima, the Maritime Commission announced.

ENTERTAINMENT

Broadway's sun-dodgers blinked in blazing light last month. Lifting of the national brownout restrictions allowed all the lights to go on again and the Great White Way was its brilliant, tinsel self once again . . . Humphrey (The Scowl) Bogart and Lauren (The Look) Bacall got hitched after Bogart's third wife divorced him 10 May . . . Van Heflin, 1942 Academy Award winner for a supporting role, is getting a medical discharge from the Army after two tours of duty overseas with the 6th and 9th Armies and will be on the screen soon . . . Harvard's monthly listed the 10 worst movies of 1944 as: "Kismet," "A Song to Remember," "Frenchman's Creek," "Tonight and Every Night," "Mrs. Skeffington," "Hollywood Canteen," "Follow the Boys," "Till We Meet Again," "As Thousands Cheer," and "Winged Victory." . . . Paulette Goddard has gone blonde.

"Candy" is in the top spot among song hits . . . "Bell-Bottom Trousers," an oldie somewhat rinsed out, is getting a big play in the juke league . . . Bing Crosby has asked the Andrews Sisters to accompany him on his next overseas tour . . . Paramount has renewed Bob Hope's contract for seven years; one of his first pictures will be "Monsieur Beaucaire," in which Rudolph Valentino once starred . . . Mae West, now on tour with "Catherine Was Great," is going to revive "Diamond Lil" in the fall . . . Mary Martin, who left Hollywood two years ago vowing never to return, will be starred in the film version of "One Touch of Venus," in which she made such a hit on Broadway . . .

Both Gilbert Miller and the Theater Guild are interested in a script "Age of Romance," based on the life of Franz Liszt and written by Janos Kovacs with Basil Rathbone, the authoress' husband, in the starring role . . . Vinton Freedley, supervisor of the musical comedy "Memphis Bound," which just opened on Broadway, believes producers of musicals will be compelled ere long to charge $9 for their best seats . . . Hollywood is readying a cycle of films about postwar problems.

SPORTS

Of Men and Horses: It's hard to separate Kentucky men from horses (no offense intended, suh!) and so it was quite natural that they shared the sports spotlight during the past month.

One gentleman from Kentucky—U. S. Senator Albert B. (Happy) Chandler—accepted the post of commissioner of organized baseball, succeeding the late Judge Kenesaw Mountain Landis who died in November 1944; and the horses, reined in these many months by wartime restrictions, were allowed to run again when another gentleman from Kentucky, Fred M. Vinson, Director of War Mobilization and Reconversion, lifted the ban against horse and dog racing.

Senator Chandler, who will retain his Senate seat for a while at least, was selected by representatives of the 16 major league clubs at a closing meeting in Cleveland. He will serve seven years at $50,000 per year (of which at current rates, about $26,000 will go to Uncle Sam for income taxes).

Appointment of the senator from Kentucky's Blue Grass horse country immediately set observers to wondering if old Judge Landis' strict rule against race-track visits by baseball players would prevail. The new commissioner quickly answered the question: "I have some honored friends in the horse-breeding business, but I can't let the bars down for that consideration. Baseball players cannot be allowed to associate with bookmakers and other gamblers or I may have trouble." Turfmen scowled and squabbled at what the Daily Racing Form called a "smear campaign."

The new commissioner is 46, loves chocolate ice cream, coached unde-

feated high school basketball teams, starred in collegiate basketball and football and played bush-league baseball. He has been in politics since 1929, from state senator to lieutenant governor to governor to senator.

Off to the Races: Once Mr. Vinson lifted the racing ban, turfmen broke away from the gate fast. Two tracks opened 12 May (Sportsman's Park in Illinois and Narragansett in Massachusetts), one 15 May (Santa Anita in California), and two 16 May (Keeneland in Kentucky and Pimlico in Maryland). For Santa Anita, it was the first racing in four years and 31,250 turned out for the inaugural, feeding $1,300,000 into the mutuels. In Kentucky, plans immediately went ahead for holding the hallowed Derby at Churchill Downs this month.

Diamond Data: Featuring the major league pennant races were the whirlwind getaway of Mel Ott's Giants and the 11-game winning streak of the Brooklyn Dodgers in the National League, and the closeness of the American League with only seven games separating the eight clubs.

Pacing the Giants was their manager-outfielder, Mel Ott. The perennial juvenile, now at 36 years of age, in his 20th season, was battling for the league leadership in batting and in homers as June approached. During May, he passed Lou Gehrig's homer total of 495 by banging his 496th. Only two other players have hit more four-baggers: Jimmy Foxx with 527 and Babe Ruth with 714.

In the American League, the White Sox, who finished seventh last year, were off to a good start and holding a slim lead after the first four weeks. The Chisox rise was attributed to the hitting of Tony Cuccinello and Johnny Dickshot, the hustle of Oris Hockett and Mike Tresh, and the surprising showing of two newcomers, Bill Hagel and Cass Michaels.

HAPPY Chandler, U. S. Senator from Kentucky, got late Judge Landis' job of baseball czar at $50,000 a year.

VETERANS

• A recorded radio program, "What's the Deal?" is now being sent abroad so that servicemen interested in taking up apprentice training after their discharge may be fully informed of the War Manpower Commission's program before they embark for home. The recordings will be played over 450 outlets of the Armed Forces Radio Service, as well as short-wave stations in New York and San Francisco.

In addition to describing WMC's Apprentice Training Program, and outlining the additional financial assistance available during training under the GI Bill of Rights, the recording also names the special courses covering most of the apprenticeable trades which are offered by the U. S. Armed Forces Institute. Some of these courses are on special trade subjects and others are of high school or college level. Information on the courses may be obtained from educational services officers.

• More than three-fourths of all the men now in the Army worked for an employer before, and more than two-thirds plan to take jobs as employees after their discharge, according to an Army survey of troops' postwar plans.

The survey points out that probably more than three-fourths of the men actually will become employees again, since many who are tentatively considering other ideas such as self-employment are likely to take jobs as employees in Government or private industry after the war.

Among former employees, only about one-half of the white and one third of the negro enlisted men plan to do the same type of work they performed in civilian life. About two-fifths plan to go back to their former employer, which means some 2,500,000 men will exercise their rights to their old jobs under the Selective Service act. More than a million Army men are definitely planning to be self-employed after the war.

• Veterans of the last war who hold 3% Adjusted Service Bonds of 1945 were recently reminded by the Veterans Administration that the bonds mature on 15 June 1945 and will not draw interest after that date.

These bonds were special $50 bonds issued by the Treasury Department to veterans of World War I in settlement of their Adjusted Service Certificates, or "bonus." Face value of the bonds now outstanding, plus accrued interest, is approximately $275,000,000. The bonds may be presented by the owners at any U. S. postoffice or Federal Reserve Bank or branch, or may be mailed to the Treasurer of the United States, Washington, D. C., after the request for payment on the back of the bond has been properly executed.

• If men now in the service keep up their Government insurance after they get out, they'll be a well-insured group. Up to 4 May, Veterans Administration had received 17,328,500 applications for National Service Life Insurance totaling $133,955,310,000.

Average policy was $9,205.55. Insurance awarded to beneficiaries totaled $1,728,479,705.

• An estimated 3,500,000 men and women—about 25% of the probable total of all members of the armed forces during the war—have definite plans for pursuing some form of education or technical training after the war, with about a million of them going in for full-time courses.

The estimate comes from the U. S. Office of Education, which concludes that, "With financial aid, the veterans are expected to make up considerable of the educational deficit the nation has experienced because of the war."

The survey also estimates that 90% of veterans 25 and under expect to return to schools and colleges.

Photographs from Press Association, Inc.

SLIDE around the back of Philadelphia Blue Jays' Gus Mancuso, standing on the plate with ball (arrow), brought Boston Braves' Dick Culler in safe at home. Culler was making good a double steal with Butch Nieman at Boston.

DECORATIONS AND CITATIONS

For reasons of security, the deed for which a man receives a decoration often cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

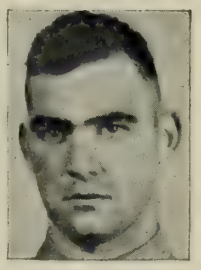
Medal of Honor Awarded to Two Marines Who Gave Their Lives for Their Buddies

The Congressional Medal of Honor has been awarded posthumously to a marine who threw himself on a hand grenade to save the lives of his two foxhole companions and to another who sacrificed his life in a desperate battle with an overwhelming number of Japs so that his tank crew might escape.

Corp. Anthony P. Damato, USMC, Shenandoah, Pa., lay in a foxhole on Engebi Island, Eniwetok Atoll, on the night of 19-20 Feb. 1944 with two other members of his company. The foxhole was in a defense perimeter which had been dangerously thinned by the forced withdrawal of nearly half the available men and subject to sudden fanatical bands of Japs. When one of the enemy approached undetected and threw in a hand grenade, Damato desperately groped for it in the darkness. Realizing the imminent peril to all three Americans and the consequences of the act to himself, he unhesitatingly flung himself on the grenade and saved the lives of his two companions.

Corp. Damato

On Saipan, while serving as platoon sergeant of Co. A, 4th Tank Battalion, 4th Marine Division on 16 June 1944, GSgt. Robert H. McCard, USMC, Centralia, Ill., and members of his tank crew were ambushed by a battery of 77-mm. guns. Although their tank was put out of action and cut off from others in the battalion, McCard carried on resolutely, bringing all tank weapons to bear on the Jap guns, only 50 feet away.



GSgt. McCard

When the hostile fire increased in severity, McCard ordered his crew out of the escape hatch, exposing himself to fire by throwing hand grenades to cover their withdrawal. Seriously wounded and with his supply of grenades exhausted, McCard then dismantled one of the machine guns from the tank and vigorously fired at the enemy positions. When the Japs began running toward him, he killed 16 of them before he himself was killed.

Damato's medal was presented to his mother, Mrs. Frances Damato, by Brig. Gen. Maurice C. Gregory, USMC, in Shenandoah. Vice Admiral Arthur S. Carpender, USN, Commandant of the 9th Naval District, presented McCard's medal to his widow in Centralia.

Six Anti-sub Groups Get Unit Citations

Six antisubmarine task groups, including 14 ships and five composite squadrons, which operated with the escort carrier USS *Bogue* as flagship, have been awarded the Presidential Unit Citation for extraordinary heroism in action against enemy subs in the Atlantic area in 1943 and 1944.

Carrying out powerful and sustained offensive action during a period of heavy German undersea concentrations which threatened our flow of supplies to the European theater of operations, these antisub groups tracked the packs relentlessly and sank a notable number of U-boats. The gallantry and superb teamwork of officers and men were largely instrumental in forcing the complete withdrawal of enemy submarines from supply routes essential to the maintenance of our military supremacy.

Since the award was made to the task groups and not to the individual ships, only the men who served as members of the respective task groups during specified periods are entitled to wear the Presidential Unit Citation ribbon (with star). They will be individually notified by BuPers of the award.

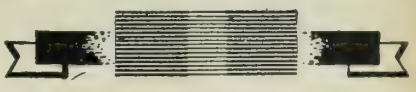
In addition to the *Bogue*, the units in the task group were the destroyers *Dupont, George E. Badger* and *Lea;* the destroyer escorts *Francis M. Robinson, Haverfield, Janssen, Swenning, Wilhoite* and *Willis;* the destroyer-minesweeper *Hobson;* the destroyer-transports *Belknap, Clemson, Greene* and *Osmond Ingram,* and *VCs* 9, 19, 42, 69 and 95.

1st Marine Brigade Wins Navy Unit Commendation

The 1st Provisional Marine Brigade recently became the first Marine Corps unit to receive the Unit Commendation when it was commended by the Secretary of the Navy for outstanding heroism during the invasion of Guam. Now known as the 6th Marine Division, having added one other combat team, the brigade was under the command of Maj. Gen. Lemuel C. Shepherd Jr., USMC, at the time of the cited action.

Functioning as a combat unit for the first time, the 1st Provisional Marine Brigade forced a landing on Guam against strong and well-camouflaged defenses. Advancing steadily under the relentless fury of the enemy's heavy artillery, mortar and small-arms fire, it secured a firm beachhead by nightfall.

Executing a difficult movement to the north, the unit fought its way yard by yard through swamps, dense jungles and over cliffs. Although terrifically reduced in strength, its men hunted the Japs in caves, pillboxes and foxholes, and exterminated them. By their acts of gallantry and indomitable fighting teamwork throughout a bitter and costly struggle, they aided immeasurably in the restoration of Guam to our sovereignty.



NAVY CROSS

Gold star in lieu of third award:

★ McKINNEY, Eugene B., Comdr., USN, Eugene, Oreg.: As CO of a submarine in the Pacific war area, he exercised superb seamanship and brilliant tactical ability in directing the operation of his ship on extremely dangerous missions.

Gold star in lieu of second award:

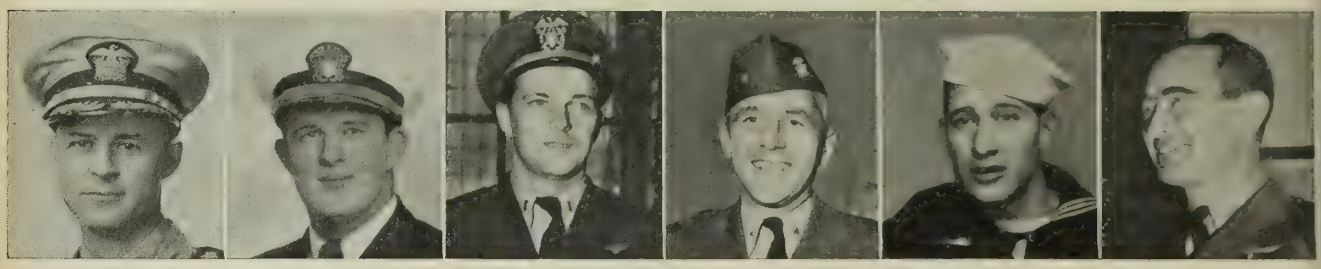
★ STACY, Ray J., Lt. (jg), USNR, Ponca City, Okla.: While serving as pilot of a carrier-based torpedo plane he skillfully piloted his aircraft in an attack on a major unit of the Japanese fleet. Despite intense antiaircraft fire, he pressed home his attack to close range and secured a direct torpedo hit on a heavy cruiser.

First award:

☆ BLEDSOE, Albert M., Capt., USN, San Antonio, Tex.: As CO of the cruiser USS *Denver* when that vessel supported the landings of our forces on Dinagat, Suluan and Leyte Islands and on 24 October participated in the defense of Leyte Gulf, which resulted in the sinking of at least one enemy battleship, a cruiser and six destroyers, he distinguished himself by extraordinary heroism. Through his professional skill and capable leadership, his vessel performed all missions assigned to her in a highly efficient manner and contributed materially to our success.

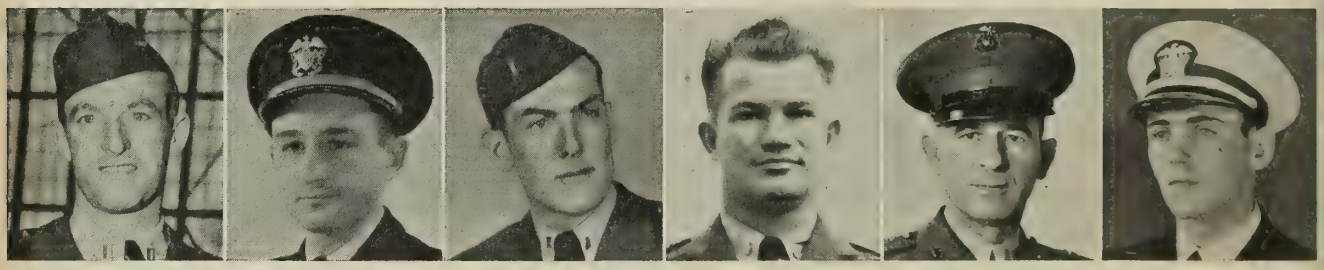
WINNERS OF THE NAVY CROSS

Albert M. Bledsoe, Capt., USN | David C. Caldwell, Lt. Comdr., USN | William W. Colgan, PhM2c, USNR | Richard E. Fowler Jr., Lt. (jg), USNR | Ronald P. Gift, Lt., USNR | John M. Hoskins, Capt., USN



Thomas B. Inglis, Capt., USN | Warren Kruck, Ens., USNR | William A. Kuder, Lt. (jg), USNR | John D. Lamade, Comdr., USN | Eleuteria J. Marquez, PhM3c, USNR | Francis J. McKenna, Capt., USN

Eugene B. McKinney, Comdr., USN | Henry G. Munson, Comdr., USN | Ralph H. Niehaus, 2d Lt., USMC | William B. Nutter, Lt. (jg), USNR | Ralph A. Ofstie, Rear Admiral, USN | Calvin Platt, Lt. (jg), USNR



Ralph A. Rhodes, Lt., USNR | Maurice H. Rindskopf, Lt. Comdr., USN | George W. Schuncke, Lt., USNR | Ray J. Stacy, Lt. (jg), USNR | John T. Walker, Brig. Gen., USMC | Whitney Wright, Lt. Comdr., USN

Report of citation of Lt. Comdr. Wright appeared in March issue, p. 59, those of Lts. Fowler and Schuncke and Fharmacist's Mate Marquez in May issue, pp. 64, 65.

★ CALDWELL, David C., Lt. Comdr., USN, Kailua, T. H.: While serving as leader of a flight of carrier-based bombing planes on 26 Oct. 1944, he spotted an enemy heavy cruiser on the Sulu Sea, directed an attack and scored direct hits. In spite of intense antiaircraft fire, he attacked with such coolness, daring and judgment that not only he but the majority of his flight hit the enemy cruiser and left it sinking and burning.

★ COLGAN, William W., PhM2c, USNR, Carteret, N. J. (posthumously): While serving with the 3d Battalion, 7th Marines, 1st Marine Division, during action at Peleliu on 4 Oct. 1944, he unhesitatingly proceeded far in front of his own lines in order to administer first aid to casualties. When our troops were forced to withdraw from untenable positions, he courageously exposed himself to a withering barrage from Jap guns and directed the men to take cover until a protective smoke screen could be lowered. Then he skillfully supervised evacuation of the wounded until he was fatally struck by Jap fire. His daring initiative and great personal valor in the face of grave peril were in keeping with the highest traditions of the naval service.

★ GIFT, Ronald P., Lt., USNR, Marlette, Mich.: As leader of a division of torpedo planes in an attack on 20 June 1944 in the vicinity of the Marianas, he pressed his attack with coolness and disregard of extreme personal danger. The attack was carried to a low level despite intense antiaircraft fire from many heavily armed units of the enemy fleet, and resulted in 12 hits and 4 near misses on a Jap carrier. He was responsible for three hits. Due to his skill, determination and leadership, his division and many other planes were able to return safely a distance of 300 miles after dark and through unfavorable weather to their carriers.

★HOSKINS, John M., Capt., USN, Brookeville, Md.: When the USS *Princeton* was hit by a bomb from an enemy aircraft during the Battle for Leyte Gulf, Capt. Hoskins, who was scheduled to take over her command, remained on board despite suggestions from the commanding officer that he leave with all personnel not members of the salvage party. Until severely wounded, he assisted in fighting fires despite continuous, violent explosions. During one of the blasts, Capt. Hoskins' right foot was severed from his leg. (See story on page 26.)

★INGLIS, Thomas B., Capt., USN, Chevy Chase, Md.: As CO of the USS *Birmingham* while participating in the salvage and rescue operations of the *Princeton* in the face of enemy attack on 24 Oct. 1944, he skillfully placed his vessel alongside the aircraft carrier. If his ship had not been forced to leave the carrier's side to repel an air attack, the carrier would have been brought under control. During the second determined attempt to furnish aid to the carrier, heavy casualties were inflicted upon personnel of the cruiser by a tremendous explosion in the carrier. Because of his courageous and determined bearing and his calm and efficient handling of a difficult situation he inspired his officers and men to heroic and tireless efforts to save the carrier in the face of extremely grave danger. (See story on page 26.)

★KRUCK, Warren, Ens., USNR, Boone, Iowa: When his escort carrier group was threatened with annihilation during the Battle off Samar, he skillfully and resolutely made an attack on an enemy battleship, part of a greatly superior enemy force. He displayed utter disregard for his own safety and was without assistance from other aircraft. Although the concentrated fire of the enemy force seriously damaged his plane, he persisted in his run and scored a hit.

★KUDER, William A., Lt. (jg), USNR, Virginia Beach, Va.: As pilot in a flight of carrier-based bombing planes on 26 Oct. 1944, he distinguished himself by sighting an enemy heavy cruiser in the Sulu Sea, and in spite of intense enemy antiaircraft fire he pressed home his attack and scored a direct hit which inflicted serious damage. His utter disregard of his own safety, his courage and skill were in keeping with the traditions of the naval service.

★LAMADE, John D., Comdr., USN, Seattle, Wash.: As the leader of a carrier-based aircraft strike against the Japanese Fleet in the Philippine Islands area on 25 Oct. 1944, he organized and directed his forces in a manner resulting in major damage to the enemy. After his own aircraft had been seriously damaged, he courageously made an attack on an enemy battleship.

★MCKENNA, Francis J., Capt., USN, Coronado, Calif.: As CO of the USS *St. Lo* during the Battle for Leyte Gulf, with a superb display of seamanship he maneuvered his ship to avoid crippling blows from the constant gunfire of a rapidly advancing enemy, superior in numbers, armor, firepower and speed. Having survived this crucial ordeal, his ship shortly afterwards was hit and destroyed by the determined attack of an enemy plane. He was the last man to leave his doomed ship, and his extraordinary courage and magnificent fighting spirit will live forever in the minds of the officers and men who served with him that day.

★MUNSON, Henry G., Comdr., USN, Waukegan, Ill.: As CO of a submarine on patrol in enemy-controlled waters, he relentlessly sought out the enemy during this prolonged period of hazardous undersea operations. He took advantage of every favorable attack opportunity and, fighting his ship with determined aggressiveness, succeeded in sinking or damaging an important amount of vital hostile shipping.

★NIEHAUS, Ralph H., 2d Lt., USMC, Lockland, Ohio.: As leader of his platoon and two squads during the occupation of Guam, he fought a savage night attack against a superior enemy force. By the use of grenades and bayonets he and his men killed a large number of the enemy and drove the remainder out of their position. Although wounded he returned to his men under heavy fire and carried the last of them to safety before he lost consciousness from loss of blood.

★NUTTER, William B., Lt. (jg.), USNR, Bakers Field, Calif.: As pilot in a flight of carrier-based bombing planes on 26 Oct. 1944, he sighted an enemy heavy cruiser in the Sulu Sea and pressed home his attack despite intense antiaircraft fire, scoring a direct hit which inflicted serious damage to the enemy.

★OFSTIE, Ralph A., Rear Admiral, USN, Everett, Wash.: In an engagement unique in naval history, a small task unit of escort carriers and screening ships, of which, as an escort carrier division commander, he was second in command, turned back a vastly superior enemy force sorely crippled by our guns, torpedoes and aircraft. His sound judgment and timely advice were of inestimable value. By his superb courage and unfailing determination against terrific odds, he was an inspiration to the officers and men of his unit.

★PLATT, Calvin, Lt.(jg), USNR, Summerfield, Fla.: As pilot of a carrier-based divebomber he pressed home an attack and obtained a direct hit upon a battleship of the *Yamato* class in the face of intense and accurate antiaircraft fire.

★RHODES, Ralph A., Lt., USNR, Pelham, N. Y.: While serving as leader of a flight of carrier-based bombing planes on 25 Oct. 1944, he flew to extreme range from his carrier against major units of the enemy fleet off Samar and pressed home his attack despite intense antiaircraft fire. With complete disregard of his own safety he scored a direct hit on an enemy battleship.

★RINDSKOPF, Maurice H., Lt. Comdr., USN, New London, Conn.: As CO of a submarine during a Pacific war patrol, through his daring, aggressive spirit and tenacity, he skillfully launched well-planned and smartly executed attacks which resulted in the sinking of enemy ships totaling over 24,000 tons and in damaging additional vessels totaling over 8,000 tons.

★WALKER, John T., Brig. Gen. (then Col.), USMC, Azle, Tex.: As CO of the 22d Marines, Reinforced, during the assault against Eniwetok Atoll, Marshall Islands, Feb. 1944, he placed his command in action against determined and desperate resistance. He led the assault on the island of Engebi on 18 February, and in the fierce hand-to-hand fighting that followed the 22d

British Honor Admiral Stone for Work in Italy

In recognition of his services as chief commissioner of the Allied Commission in Italy, Rear Admiral Ellery W. Stone, USNR, has received an honorary appointment as Commander of the British Empire. As chief commissioner, Admiral Stone was charged with maintaining law and order, transportation and communications in the liberated portion of Italy.

French Government Decorates 16 U. S. Naval Officers

The French government has presented the Legion d'Honneur to 16 U. S. naval officers for services in the European Theater of Operations. Those awarded are:

Degree of Commandeur: Admiral Henry K. Hewitt, USN, Hackensack, N. J.

Degree of Officier: Vice Admiral Alan G. Kirk, USN, Niantic, Conn.; Rear Admiral A. C. Bennett, USN, Portsmouth, Ohio; Rear Admiral Arthur D. Struble, USN, Portland, Oreg.; Rear Admiral Lyal A. Davidson, USN, Washington, D. C.; Rear Admiral Carelton F. Bryant, USN, Searsport, Maine; Rear Admiral Morton L. Deyo, USN, Washington, D. C.; Rear Admiral Bertram J. Rodgers, USN, Pittsburgh, Pa.; Rear Admiral Don P. Moon, USN, Arlington, Va. (posthumously).

Degree of Chevalier: Capt. Francis P. Old, USN, Portsmouth, Va.; Capt. Robert A. J. English, USN, San Diego, Calif.; Capt. Lyman A. Thackrey, USN, National City, Calif.; Lt. Comdr. Paul F. Brine, USNR, Brookline, Mass.; Lt. Comdr. Douglas E. Fairbanks Jr., USNR, Hot Springs, Va.; Lt. Comdr. John D. Lodge, USNR, Westport, Conn.; Lt. Comdr. Bernard Steele, USNR, New York, N. Y.

Lt. Comdr. Fairbanks was also awarded the Croix de Guerre with palm for his part in landing operations on Elba and in southern France.

NAVY CROSS cont.

Marines killed the defending garrison of approximately 1,000 Japanese. The island was captured in about 6 hours as a result of this intense action. Four days later under his command the regiment invaded Parry Island, destroying over 1,000 defenders in close-in fighting and capturing the island on which the Eniwetok headquarters of the Japanese Army were based. His gallantry in action, his extraordinary courage and leadership were in keeping with the highest traditions of the naval service.

DISTINGUISHED SERVICE MEDAL

★ DAVISON, Ralph, Rear Admiral, USN, Pensacola, Fla.: While serving as commander of a task group assigned to duty with a carrier task force of the Pacific Fleet from 1 Sept. to 26 Nov. 1944, he successfully carried out all missions assigned to his group. These included the support of landings on Peleliu and Angaur in the Palau group, air strikes against the Bonins, Mindanao, the Visayans and Luzon in the Philippines, and also against Loochow Islands and Formosa in support of our landings on Leyte. In the face of determined enemy opposition, he consistently distinguished himself by great professional skill, high courage and inspiring leadership.

Admiral Davison

★ FORT, George H., Rear Admiral, USN, Annapolis, Md.: As commander of a task force prior to and during the capture of Peleliu and Angaur in the Palau group from July to October 1944, he was a master of amphibious warfare, conducting the operations of his command with keen foresight and superb tactical ability. Admiral Fort organized the component elements of his group for a determined offensive and, concentrating his units at the objectives, hurled the full strength of his firepower in a smashing, sustained bombardment which effectively reduced the enemy's formidable coastal defenses. Landing the ground forces with a minimum of loss, he directed his troops and supporting elements in their relentless sweep across the islands as they stormed the strong hostile garrisons and waged the bitter campaign which resulted in the capture of these strategically important bases. Throughout this period of intensive operations, he distinguished himself by his indomitable leadership, decisive combat tactics and cool courage.

Admiral Fort

★ SMITH, Edward H., Rear Admiral, USCG, Winchester, Mass.: As commander of the Greenland Patrol and later as commander of a task force in the Atlantic Fleet from December 1941 to November 1944 he performed exceptionally meritorious service in a duty of great responsibility. During the critical years of 1942 and 1943 he planned, built, organized and efficiently administered the naval bases and stations in Greenland and in the Arctic for the support of the Army in those areas and naval control of the North Atlantic. Under extremely hazardous conditions, the forces of his command successfully operated patrols and escorts, maintained a system of weather stations and provided full logistic and tactical support for the Army. As commander of a task force in these strategic waters, he skillfully directed vital weather, patrol and escort services which were of inestimable assistance in connection with the ferrying of aircraft and the operation of transport planes to and from the European theaters of war and effectively protected valuable convoys.

Admiral Smith

LEGION OF MERIT

Gold star in lieu of second award:

★ FRITZSCHE, Edward H., Capt., USCG, Oakland, Calif.: CO of the USS *Samuel Chase*, invasion of southern France.

Admiral Fechteler Gets Army DSM for Service In Philippine Operations

The Army's Distinguished Service Medal has been presented to Rear Admiral William M. Fechteler, USN, Washington, D. C., now the Assistant Chief of Naval Personnel, for his part as an attack group commander in the occupation of Morotai and the landings at Leyte, Lingayen and Palawan. "By his thorough planning, careful preparation and splendid execution, and by his fine sense of coordination in integrating his force with those of the Army, he made a distinct contribution to the success of these operations," the Army citation stated. Admiral Fechteler's outstanding ability, judgment and leadership in command of a major force were cited as exemplifying the finest traditions of the services. The presentation was made by Maj. Gen. James A. Ulio, the Adjutant General of the Army.

Navy Enlisted Man Wins High British Decoration

Gerald M. Gray, QM2c, USNR, Falconer, N. Y., has been awarded the Distinguished Service Medal by the British government. The award was made for gallantry, skill and devotion to duty shown by Gray in actions off the west coast of Italy which resulted in considerable damage to enemy shipping.

Gray, QM2c

★ HURFF, Jack E., Capt., USN, Evanston, Ill.: CO of a destroyer squadron and task group, Solomon Islands, 22 Oct. 1943 to 27 Feb. 1944.

★ MERRILL, A. Stanton, Rear Admiral, USN, Natchez, Miss.: Commander of a task group, South Pacific, 24 June 1943.

★ MILLER, Harold B., Rear Admiral, (then Capt.), USN, Newton, Iowa: Public relations officer, CincPac, CincPoa, 9 Sept. 1944 to 12 April 1945.

★ OFSTIE, Ralph A., Rear Admiral, USN, Everett, Wash.: Commander, carrier task group, Angaur and Peleliu, Sept. 1944.

★ WHITEHEAD, Richard F., Capt., USN, Lake Forest, Ill.: Commander Support Aircraft, southern Marianas, 14 June to 15 July 1944.

★ YOUNG, William B., Rear Admiral, USN, Chevy Chase, Md.: Chief of BuS&A and Paymaster General of the Navy, June 1942 to March 1945.

First award:

★ AINSWORTH, Walden L., Rear Admiral, USN, Wonalancet, N. H.: Commander, fire support group, assault and occupation Guam, July 1944.

★ BANNER, Roger H., Lt., USCG, Fairlington, Va.: OinC support boat of USS *Samuel Chase*, Italian invasion.

★ CALLAWAY, Raymond R., Comdr., (MC) USNR, Birmingham, Ala.: Directed five medical companies, Guam, 21 July-10 Aug. 1944.

★ CONEY, Charles E., Capt., USN, Savannah, Ga.: CO, USS *Nashville*, New Guinea, Moluccas, Philippines, 22 April-1 Nov. 1944.

★ FRITZSCHE, Edward H., Capt., USCG, Oakland, Calif.: Commander, assault force, Normandy invasion.

★ GRIGGS, Gale E., Capt. (then Comdr.), USN, Omaha, Neb.: CO, USS *Radford*, Pacific area, 25 Nov. 1943.

★ JACKSON, Thomas H., Lt. (jg) USNR, Baton Rouge, La.: Operations officer, escort sweeper group, 8th Fleet, Mediterranean, January-October 1944.

★ JACOBS, Joshua, Lt., USNR, New York, N. Y.: OinC, USS *LCT 220*, Italian invasion, January and February 1944.

★ JAMISON, John W., Capt., USN, Blairsville, Pa.: Charge of amphibious training, American and Australian troops for landings in New Guinea, Bismarck Archipelago, Moluccas

Islands, and the Philippine Islands.
★ LAIRD, Oberlin C., Capt., USN, Newport, R. I.: CO, cruiser, Kurils, 13, 26 June 1944; Paramushiru, 26 June 1944.
★ LEVY, Harold, Ens., (then CPhM), USCGR, Washington, D. C.: Aboard USS *Menges*, Mediterranean.
★ LONGSTAFF, John B., Capt., USN, New Orleans, La.: Commander, submarine squadron.
★ MAYFIELD, Irving H., Commodore, USN, Washington, D. C.: Assistant chief of staff, war plans, ComSoPac and SoPacFor, 27 July 1943-11 Feb. 1944.
★ MILLER, Wallace J., Capt., USN, Annapolis, Md.: Commander, destroyer division, Palau and Philippine landings, strikes against Philippines, Okinawa and Formosa, 30 Aug. to 11 Nov. 1944.
★ MOEBUS, Lucian A., Capt., USN, Lima, Ohio: Chief of staff for Commander, Aircraft, South Pacific Force, 16 Jan.-18 Nov. 1943.
★ MOORE, Frederick T. Jr., Lt. Comdr., USN, West Roxbury, Mass.: Commander, air group, Pacific area, 15 March-28 Nov. 1944.
★ TURVILLE, William H. H., Capt., (MC) USN, Revere, Mass.: Medical officer in command, fleet hospital, Solomons, 4 April 1943-15 May 1944.
★ WIEDMAN, W. A., Capt., USNR, Summit, N. J.: CO ship, invasion of southern France.

SILVER STAR MEDAL

Gold star in lieu of third award:

★ POST, William S. Jr., Comdr., USN, Palo Alto, Calif.: CO, USS *Gudgeon*, Pacific area.

Gold star in lieu of second award:

★ FRITSCH, William H., CEM, USN, New Haven, Conn.: Crew member, submarine, Pacific area.
★ HOGAN, Thomas W., Comdr., USN, Canton, Ga.: CO, submarine.
★ RHEA, Powell M., Capt., USN, Washington, D. C.: CO, USS *Nevada*, invasion of southern France.
★ TOMPKINS, Benjamin F., Capt., USN, Silver Spring, Md.: CO, destroyer, Battle of Philippine Sea.

First award:

★ BAEHR, Herbert A., Lt. (jg) USN, Flint, Mich. (missing in action): Plotting officer, USS *Flier*.
★ BUKOWSKI, Thaddeus, CRM, USN, Clifton, N. J. (missing in action): Sound operator, submarine, Pacific area.
★ BURKS, Vesper E., CMoMM, USN, Stockton, Calif.: Chief of the engine room, submarine, Pacific area.
★ CARRUTHERS, Elmer I. Jr., CCM, USNR, Charlottesville, Va. (posthumously): Naval construction battalion, Bougainville, November 1943.
★ CASE, Frank D., Ens., USNR, Buffalo, N. Y.: Aboard ship, operations against the enemy.
★ CASEY, John E., Lt., USN, Philadelphia, Pa. (missing in action): Fire-control officer, USS *Flier*, Pacific area.
★ COLLARD, Joseph H., HA2c, USNR, Oklahoma City, Okla. (posthumously): 1st Battalion. 21st Marines, 3d Marine Division, Guam, 27 July 1944.
★ DIETZ, Arlo T., Lt. (jg), USNR, Cogswell, N. D.: Boat officer, *LST 211*, invasion of southern France.
★ DUNSKI, Michael, Sgt., USMC, North Chicago, Ill.: Section leader, mortar platoon, Guam, 21-26 July 1944.
★ FUETSCH, Bernhart A., Comdr., USN, Arlington, Va.: CO, destroyer, Battle of Philippine Sea.
★ FUHRMAN, Albert S., Lt. Comdr., USN, Fort Thomas, Ky.: Aboard ship, Pacific area.
★ GILMAN, Edward L., CMM, USN, Manchester, N. H.: Aboard submarine, Pacific area.
★ HUNNICUTT, James A., QM1c, USNR, Sacramento, Calif.: Aboard aircraft carrier, Philippine Islands, 24 Oct. 1944.
★ JOHNSON, Edwin C., Sgt., USMC, Chicago, Ill.: Commander of a tank, Guam, 21 July 1944.
★ KEISELBACH, Arthur E., CRM, USN, Jersey City, N. J.: Radio operator and soundman aboard submarine, Pacific area.
★ KIPPEN, Russell F., Lt., USNR, Gloucester, Mass. (missing in action): Torpedo bomber pilot, Formosa, 22 Jan. 1945.
★ KOZOL, Solomon M., Lt., (DC) USNR, Roxbury, Mass.: Dental officer, Marine Corps infantry regiment, Saipan.
★ LARGE, James M., Lt. Comdr., USNR, Strafford, Pa.: Air operations and division officer, USS *Princeton*, Battle for Leyte Gulf.
★ LINTHICUM, Adrian P., CTM, USN, San Diego, Calif.: Aboard submarine, Pacific area.
★ LONG, Orrin, Lt. (jg), USNR, Joliet, Ill.: CO, PT boat.
★ MASCHKE, Arthur W., Lt. (jg) USNR, Temperance, Mich.: Aboard *PT 344*, 30 Aug. 1944.
★ MCGOWAN, Richard, Comdr., USN, Alexandria, Va. (missing in action):

Official U. S. Navy photograph

HONORED BY ARMY: Charles Claybourn, EM3c, USN, of Albuquerque, N.M., receives Army's Distinguished Service Cross from Col. J. C. Shouvlin, chief of Cincinnati Ordnance Dist., as Capt. G. H. Bowman, USN (Ret), Inspector of Naval Material, Cincinnati, looks on. Claybourn, a prisoner of Japs in Philippines for 29 months, was decorated for heroism in leading many Americans to safety from unmarked prison ship carrying them toward Japan when sunk by U.S. submarine off Mindanao 7 Sept. 1944.

Navy Honors General For Joint Buying Plan

Brig. Gen. William H. Draper Jr., General Staff Corps, USA, has been awarded a gold star in lieu of a second Legion of Merit by the Navy for outstanding services in connection with the coordination of procurement by the Army and Navy.

As a result of his reports on a special study last fall, procedures have been placed in effect for joint Army-Navy procurement involving the expenditure of several billion dollars a year.

Brig. Gen. Draper earned his first Legion of Merit from the Army in recognition of his services in the establishment of the national Selective Service System while he was serving as executive officer to Maj. Gen. Lewis B. Hershey, USA.

Squadron commander, USS *Lexington*, Nansei Islands, 10 Oct. 1944.
★ MCGURL, Daniel M., Capt., USN, Minersville, Pa.: Commander, unit of cruisers, 13 Oct. 1944, Pacific area.
★ ROEDER, Howard L., CGM, USNR, La Mesa, Calif. (missing in action): Special reconnaissance detachment, Pacific, 11 July-18 Aug. 1944.
★ RIEBER, Theodore G., CBM, USN, Dayton, Ohio: Aboard a cruiser, 14, 16 Oct. 1944.
★ ROBINSON, Edward R., Cpl., USMC, Richmond, Ind.: Member of an assault platoon, Guam, 5 Aug. 1944.
★ ROBINSON, Paul, CPhM, USN, Napa, Calif.: Aboard aircraft carrier, Philippines, 24 Oct. 1944.
★ ROGERS, Joe G., EM2c, USN, Denison, Tex.: Aboard USS *Lexington*, Pacific area, 4 Dec. 1943.
★ ROGGI, Leon E., Pfc., USMC, Chicago, Ill.: Assault rifle company, Guam, 21 July 1944.
★ SCALAN, Bernard E., Lt. Comdr., USCG, Edwardsville, Ill.: Boat group commander, Sicily invasion.
★ SHAW, James J. Jr., MoMM2c, USNR, St. Louis, Mo. (posthumously): Aboard *PT 495*, Pacific, 31 July 1944.
★ SHELTON, William A., GM2c, USN, Santa Clara, Calif.: Aboard submarine, Pacific area.
★ SIMON, Steve K., Pfc., USMC, Bolivar, Ohio: Machine gunner, Guam, 22-26 July 1944.
★ SMITH, Arthur G., TM1c, USNR, Clinton, S. C.: Aboard submarine, Pacific area.
★ ST. CLAIR, Miller, CEM, USN, Bremerton, Wash.: In charge, electrical department of a submarine.
★ STEBBINS, Harry E. Jr., Lt. Comdr., USNR, Grand Rapids, Mich.: First lieutenant, USS *Princeton*, Battle for Leyte Gulf.
★ THURBER, Harry R., Capt., USN, Hoquiam, Wash.: CO, cruiser, Pacific area.
★ WALSH, Patrick J., Lt. (jg) USNR, New York, N. Y. (posthumously): CO, Armed Guard aboard SS *Patrick J. Hurley*, 12 Sept. 1942.
★ WARMBRODT, Frederick L., PhM3c, USNR, Johnsonburg, Pa. (posthumously): Marine division, Saipan, 15-18 June 1944.

SILVER STAR MEDAL cont.

★ WOOD, Hamilton H., Lt. USNR, Brookline, Mass.: Commander, Motor Torpedo Squadron 9, New Guinea.
★ WOOD, Ens. Walter A. Jr., USNR, Grand Rapids, Mich. (posthumously): Fighter pilot, Pacific, 15 Oct. 1944.
★ WOODS, Dale E., QM1c, USN, Wheelersburg, Ohio: Crew member, USS *Lexington*, Pacific, 4 Dec. 1943.

DISTINGUISHED FLYING CROSS

Gold star in lieu of second award:

★ BEAUCHAMP, Ernest M., Lt., USNR, Los Angeles, Calif.: Fighter pilot, aboard a carrier.
★ WINNER, William H., Lt., USNR, Topeka, Kans. (missing in action): Division leader, torpedo squadron, USS *Hornet*, Philippines, 19 Oct. 1944.

First award:

★ ANDERSON, Robert A., AMM2c, USNR, Boone, Iowa (missing in action): Turret gunner of a carrier-based bomber, Pacific area, 15 Jan. to 4 Aug. 1944.
★ BARRETT, Guy J. Jr., Lt. (jg), USNR, Loganville, Ga. (posthumously): Pilot in Fighting Squadron 26, Palau, New Guinea, Moluccas, and Philippine Islands area, Cebu Island, 21 Oct. 1944.
★ BIRDSALL, Douglas M., Lt., USNR, Ontario, Calif.: Patrol plane commander, Aleutians to Kurils, 20 Jan. 1944.
★ BOWEN, Russell E., Lt., USNR, Sioux Falls, S. D. (missing in action): Pilot of Liberator bomber, Pacific war area, 22 Oct. 1944.
★ BOYLES, Ellis G., Lt. (jg), USNR, Sudan, Tex.: Pilot, South Pacific.
★ CHANDLER, Murray L., Lt. (jg), USN, Dallas, Tex.: Fighter squadron aboard a carrier, Philippine Islands area.
★ CLARK, Charles H., Lt. Comdr., USN, Eastport, Md.: Squadron commander of a Liberator photographic reconnaissance squadron, Central Pacific campaign, 22 May to 15 Nov. 1944.
★ COMPTON, James R., Comdr., USN, Clayton, Mo.: Commander of a PB4Y, Green, Wakde, and Owi Islands, 23 April to 19 Aug. 1944.
★ DRAKE, John H. Jr., Lt. (jg), USNR, Dallas, Tex.: Pilot of a carrier-based fighter plane, Philippine Sea, 25 Oct. 1944.
★ FLINN, Kenneth A., Lt. (jg), USNR, Berkeley, Calif. (missing in action): Pilot, Fighting Squadron 15, USS *Essex*, Nansei Islands area, 10 Oct. 1944.
★ GARNER, William W., Lt., USNR, Spur, Tex. (missing in action): Leader of a fighter section, Composite Squadron 21, Philippines, 25 Oct. 1944.
★ GIBSON, George D., Lt. Comdr., USNR, Niota, Ill. (missing in action): Pilot in a bombing squadron, USS *Enterprise*, Palaus, 10 Sept. 1944.
★ GRINSTEAD, Morris C., ACRM, USN, Letts, Iowa: Radioman of a torpedo bomber.
★ HARTY, Edward P., CRM, USN, Mandon, N. D.: Aircrewman on a patrol bomber, Iwo Jima, 12 Oct. 1944.
★ HILDEBRANDT, Carlos K., Lt., USNR, San Francisco, Calif.: Pilot and division leader of Fighting Squadron 33, Solomons area, 31 Aug. 1943 to 10 Jan. 1944.
★ JACKSON, Henry S., Lt. Comdr., USN, Melrose, Mass.: Pilot and CO of a torpedo bombing squadron, Solomon Islands, 12 Sept. 1943 to 12 Nov. 1943; 15 Dec. 1943 to 25 Jan. 1944.
★ JOHNSON, Norman D., Lt. Comdr., USN, Newport, R. I.: Pilot of a torpedo plane from the USS *Fanshaw Bay*, Battle for Leyte Gulf.
★ KINSELLA, James J., Lt., USNR, San Diego, Calif.: Pilot, Solomon Islands area, February to November 1943.
★ LAXTON, John P., Lt., USNR, Mobile, Ala. (missing in action): Division leader and pilot of a fighter plane, Air Group 20, Formosa-Philippine Islands area, 12 Oct. 1944.
★ LONG, Frank T., Lt. (jg), USNR, Red Bank, N. J.: Pilot, torpedo squadron, aboard a carrier.
★ MACGREGOR, Robert A., Lt., USNR, Kings, Ill.: Patrol plane commander, Aleutians to Kurils, 20 Jan. 1944.
★ MANOWN, J. Ross, Lt., USNR, Morgantown, W. Va. (missing in action): Executive officer of a torpedo squadron, USS *Enterprise*, Palaus, 10 Sept. 1944.
★ MCFADDEN, Joe M., Lt. (jg), USNR, Denton, Tex.: Pilot, Formosa, 13 Oct. 1944.
★ MCKELVEY, Thomas R. Jr., Lt., USNR, Moncks Corner, S. C.: Patrol plane commander, Kurils, 20 Jan. 1944.
★ PICKEN, Harvey P., Lt., USNR, Minot, N. D.: Fighter pilot, 21 Sept. 1944.
★ POHL, Kenneth J., ARM2c, USNR, Grand Rapids, Mich. (missing in action): Radioman, carrier-based torpedo bomber, Pacific area, 15 Jan. to 4 Aug. 1944.
★ REEVES, Columbus D., Lt. (jg), USNR, Fort Worth, Tex.: Plane commander of a seaplane, Philippines, Borneo, and Celebes areas.
★ SAILOR, Warren J., Lt. (jg), USNR, Pampa, Tex. (missing in action): Pilot in a bombing squadron, USS *Hornet*, Luzon, 19 Oct. 1944.
★ SCHENCK, John P., Lt., USNR, Narberth, Pa. (missing in action): Patrol plane, Darvel Bay.
★ THOMPSON, Thorolf E., Lt. (jg), USNR, Ames, Iowa (missing in action): Pilot in Fighting Squadron 15, USS *Essex*, Philippines, 27 Oct. 1944.

Tadcen Topics (NT&DC, Camp Elliott, San Diego)

"Oh, I'm not very good at it yet—I still have to hunt and peck."

★ TURNER, Gaines B., Lt., USNR, Fort Worth, Tex.: Pilot of a carrier-based fighter plane, Philippines, 25 Oct. 1944.
★ VANDERFORD, Gordon J., Lt., USNR, Lynwood, Calif.: Commander of a patrol plane, Patrol Squadron 71, Fenro and Shortland Islands, 30 Oct. 1943.
★ VAN FLEET, Donald E., Ens., USNR, Findlay, Ohio (posthumously): Pilot of a plane, USS *Jacinto*, Pacific, 12 Oct. 1944.
★ VIVIAN, John P. Jr., Lt., USNR, New Rochelle, N. Y.: Patrol plane commander, Ventura bomber, Kurils, 10 June 1944.
★ WRIGHT, Robert F., Lt. (jg), USNR, Athens, Ga. (missing in action): Pilot of a carrier-based plane, Hong Kong and Canton, 16 Jan. 1945.

NAVY AND MARINE CORPS MEDAL

★ ANDERSON, Carlton F., CMoMM, USCG, South Portland, Maine: Coast Guard rescue flotilla, coast of France, 30 June 1944.
★ BENTON, DeWitt, S. Jr., QM2c, USN, Monroe, La.: *LCT 125*, Salerno, 9 Sept. 1943.
★ BETZ, George C., MoMM2c, USCG, Allegheny, Pa.: Aboard a cutter, European theater, 7 Aug. 1944.
★ BINGHAM, Fenton W., S1c, USNR, Klamath Falls, Oreg.: Philippine Islands, 24 Oct. 1944.
★ BOLL, Howard M., MM2c, USN, Elgin, Ill.: Philippine Islands, 24 Oct. 1944.
★ BRANTLY, Neill D., Capt., USN, Villanova, Pa.: Commander of the boat control and mine sweeping group, Cape Gloucester, 26 Dec. 1943.
★ BREWER, Charles E., CMM, USN, Danielsville, Ga. (posthumously): USS *Corey*, Normandy invasion.
★ CARR, Donald C., GM1c, USNR, Madison, Tenn.: With a demolition unit.
★ CASTLE, Eugene M., CMoMM, USNR, Washington, D. C.: 41st CB, 19 Dec. 1943.
★ CLARK, David D., SoM2c, USCGR, Canton, Ohio: Coast of France, 8 June 1944.
★ COOK, Carl D., AEM3c, USNR, Shellbyville, Tenn.: Philippine Islands, 24 Oct. 1944.
★ DEIST, John E., S1c, USNR, Boswell, Pa.: Acting coxswain of a utility boat, 25 Dec. 1944.
★ DONNELLY, William E., CPhM, USN, Cheyenne, Wyo.: Pharmacist's mate aboard a submarine.
★ FISHER, Victor E., GM1c, USNR, Fort Worth, Tex.: English Channel, 24 Dec. 1944.
★ GRIFFITH, Gibson, BM1c, USN, Brandon, Vt.: USS *Hornet*, Santa Cruz Islands, 26 Oct. 1942.
★ HARVEY, Gordon G., TM3c, USNR, Daly City, Calif.: Philippine Islands, 24 Oct. 1944.
★ HILL, Walter F., SK1c, USCGR, Lawrence, Mass.: Coast of France, 30 June 1944.
★ JOHN, Fred S., TM1c, USNR, Chicago, Ill.: Aboard a destroyer, Central Pacific and New Guinea areas, January and August 1944.
★ KELLEY, Willis D., MM1c, USN, Harrisburg, Pa.: (posthumously): Aboard the USS *Rowan*, 7 Feb. 1943.

★ LOFTON, John H., S1c, USCGR, Pineville, La.: Crew of USS *Mayfield*, 13 June 1944.
★ MESSERSMITH, James E., Cox., USN, Fort Dodge, Iowa: Pearl Harbor, 7 Dec. 1941.
★ NORTON, Russell B., AMM2c, Saugus, Mass.: Philippine Islands area, 24 Oct. 1944.
★ OVERMAN, Leroy A. Jr., S2c, USNR, Indianapolis, Ind.: Philippine Islands, 24 Oct. 1944.
★ PAYNE, Ernest W., Lt., USCG, West Annapolis, Md.: Executive officer of a Coast Guard cutter, 25 Oct. 1944.
★ RAYMER, Edward C., CM, USN, Riverside, Calif.: Pearl Harbor, 7 Dec. 1941.
★ RINN, William J., S2c, USNR, New York, N. Y.: Philippines, 24 Oct. 1944.
★ ROGERS, Robert C., S2c, USNR, Knoxville, Tenn., Philippine Islands, 24 Oct. 1944.
★ SCHAFF, William R., BM2c, USN, Brooklyn, N. Y.: Aboard a destroyer, Central Pacific and New Guinea areas, January to August 1944.
★ SELVAGGI, Lawrence E., S1c, USN, Detroit, Mich.: Pearl Harbor, 7 Dec. 1941.
★ SEMBER, Andrew T., TM2c, USNR, Williamsport, Pa.: Aboard a destroyer, Central Pacific and New Guinea areas, January to August 1944.
★ TUSK, Andrew A., MM1c, USNR, Newark, N. J.: Pearl Harbor, 7 Dec. 1941.
★ WALTERS, Robert L., Pfc., USMC, Youngstown, Ohio: British Solomon Islands.
★ WATTS, Edwin B., BM2c, USN, Baltimore, Md.: Aboard the USS *Moffett*.
★ WHITENACK, William T., QM3c, USNR, East Orange, N. J.: Rescued George R. Tweed, Guam, 10 July 1944.
★ YOUNG, Charles J., CBM, USN, Grand Rapids, Mich.: Pearl Harbor, 7 Dec. 1941.

BRONZE STAR MEDAL

Gold star in lieu of third award:

★ CHILLINGWORTH, Charles F. Jr., Capt. (then Comdr.), USN, Honolulu, T. H.: CO of a destroyer, Kolombangara, Shortland and Bougainville, British Solomon Islands, 29 June 1943.

Gold star in lieu of second award:

★ CHILLINGWORTH, Charles F. Jr., Capt. (then Comdr.), USN, Honolulu, T. H.: CO of USS *Dewey*, Bougainville, 20 Feb. 1942; Salamaua and Lae, 10 March 1942; Coral Sea, 4-8 May 1942.
★ HULL, Frank G., Lt. Comdr., USNR, New Haven, Conn.: Operations officer, chief staff officer, Commander Naval Advance Bases, invasion of southern France.

First award:

★ ALLEN, Wallace E., Lt. Comdr. (MC) USN, Modesto, Calif.: Senior medical officer aboard an aircraft carrier, Pacific area.
★ ANDERSEN, Myron W., Lt., USN, Seattle, Wash.: PBY pilot, Pacific area.

Navy Decorates Army Officer on Fleet Commander's Staff

The Navy's Bronze Star Medal has been awarded Col. Theodore J. Dayharsh, USA, Atlanta, Ga., for distinguishing himself as assistant war plans officer on the staff of Commander, 3d Fleet, during attacks on the western Carolines, the Bonins, Nansei Shoto, Formosa, the Philippines, French Indochina bases and the Hong Kong-Canton-Hainan areas from 15 June 1944 to 26 Jan. 1945. His knowledge and experience contributed materially to the preparation and consummation of operations of the 3d Fleet against the Palaus and Ulithi atoll. His sound advice in matters affecting the Army components greatly assisted the Commander, 3d Fleet, in over-all planning of operations.

★ ARNHART, Alvis D., Ens., USCGR, Lonoke, Ark.: CO of a Coast Guard cutter, Normandy invasion.
★ AUGUSTIN, James H., SF1c, USNR, Barrington, N. J.: Member of a salvage harbor clearance unit, southern France, September and October 1944.
★ BAILEY, Vincent R., Lt., USNR, Weston, Mass.: Diving officer of a submarine, Pacific area.
★ BALCERZAK, Frank, Lt., USNR, South Milwaukee, Wis.: CO of Armed Guard aboard the SS *Howard L. Gibson*, 14 Oct. 1944.
★ BASILO, Jack J., MM1c, USN, Fairview, N. J.: Aboard destroyer, Marianas, 7 June to 6 Aug. 1944.
★ BEATTY, Frank E., Rear Admiral (then Capt.), USN, Belvedere, Calif.: CO of a cruiser, British Solomon Islands, 29 June 1943.
★ BENTINCK-SMITH, William, Lt., USNR, Groton, Conn.: Assistant communications officer on staff of commander of a battleship division and of Commander, Battleships, Pacific Fleet, October 1942 to November 1944.
★ BENTRUP, Lloyd T., S1c, USN, St. Joseph, Mo. (posthumously): Member of gun crew of a ship, 24 July 1944.
★ BERGER, N. L. A., Lt. Comdr. USNR, Sioux City, Iowa: Aide and flag lieutenant, assistant air officer on staff of Commander, Western Naval Task Force, Normandy invasion.
★ BILLIET, Leopold Jr., S1c, USNR, Elmont, N. Y.: Aboard ship, Philippine Islands, 24 Oct. 1944.
★ BODINE, Marc W., Capt., (MC) USNR, Williamsport, Pa.: Chief of surgery, fleet hospital, South Pacific area, 4 April 1943-8 Dec. 1944.
★ BONDESON, Erle G., SF3c, USN, Somers, Mont.: Aboard USS *Phelps*, Pacific.
★ BRAKEFIELD, Wymon O., CF'C, USN, Birmingham, Ala.: Assistant torpedo data computer operator, submarine, Pacific.
★ BRANTLY, Neill D., Capt., USN, Villanova, Pa.: Operations of 7th Amphibious Force, control officer for landings at Saidor, Cape Gloucester, Tanamerah, Morotai and Leyte.

★ BROWN, William D., Capt. (then Comdr.), USN, Jacksonville, Fla.: Chief of staff and operations officer of task group, Kolombangara, Shortland and Bougainville, British Solomon Islands.
★ BULGER, William R., Pfc, USMC, Elgin, Ill.: Guadalcanal, Tarawa, Saipan, August 1942-July 1944.
★ BULL, Calvin A., RM2c, USNR, Millard, Neb. (missing in action): Sound operator, USS *Harder*.
★ BUTTERFIELD, Wyartt B., Ex-S1c, USN, Irwin, Pa.: Action after the sinking of the USS *Juneau*; San Cristobal, 13 Nov. 1942.
★ CARNEY, Robert B., Rear Admiral (then Capt.), USN, Coronado, Calif.: CO of a cruiser, Kolombangara, Shortland and Bougainville, British Solomon Islands, 29 June 1943.
★ CARROLL, Harold L., WT1c, USN, Braddock, Pa.: Aboard ship, Philippine Islands, 24 Oct. 1944.
★ CARROLL, Malcolm D., CMoMM, USN, Oberlin, La. (missing in action): In charge of the main propulsion plant of a submarine.
★ CHAFFEE, Frank L., Jr., HA1c, USN, Camarillo, Calif.: Saipan, 15 June to 9 July 1944.
★ CHAMBERLIN, Joseph W., Lt., USNR, Burlingame, Calif.: Fighter director aboard an aircraft carrier, Marianas, June 1944.
★ CHAPPELL, William B., Lt., USNR, Mt. Kisco, N.Y.: Communications officer on staff, 7th Amphibious Force.
★ CHILLINGWORTH, Charles F. Jr., Capt. (then Comdr.) USN, Honolulu, T. H.: Commander, destroyer division; commander, destroyer squadron of Task Force 58, 16 Jan. to 30 June 1944.
★ CLAIBORNE, Charles D., Lt., USCGR, New Orleans, La.: Operations officer, Coast Guard flotilla, Normandy invasion.
★ COLIHAN, John P., Boatswain, USN, New York, N.Y.: Leader of a repair party, Atlantic area.
★ CONNOLLY, Walter B., Lt. (jg), USNR, Detroit, Mich.: 4th Beach Battalion, invasion of southern France.
★ CONTI, Edward P., Cox., USCGR, Bloomfield, Pa.: Action during the Normandy invasion.
★ COOKE, William R. Jr., Capt., USN, Llanerch, Pa.: CO of mining detach-

Shovel Scoops (112th CB)
"Double or nothing, sir."

ment and destroyer squadron, Kolombangara, Shortland and Bougainville, British Solomon Islands, 29 June 1943.

★ COX, Harris J., Lt., USNR, Wichita Falls, Tex.: On staff of ComSoPac and SoPacFor, 15 June 1942 to 25 March 1944.

★ CRAWFORD, Charles L., Lt. (HC) USNR, Altoona, Iowa: Assistant to fleet medical officer, 8th Fleet, Mediterranean, June 1943 to April 1944.

★ CRAWFORD, George L., MoMM3c, USNR, Powhatan, W. Va. (posthumously): Action during the Normandy invasion.

★ DAHLHEIMER, Donald B., MoMM2c, USNR, Osseo, Minn. (missing in action): Aboard the USS *Harder*.

★ DAVIS, Alan W., Cox., USCG, Stanford University, Calif.: Crew of an Army tug, 5-6 Dec. 1944.

★ DOEBLER, Harold J., Comdr., USCG, Middletown, Ohio: Commander of task group, Southwest Pacific area.

★ DOOLAN, Dean F., PhM2c, USNR, Los Angeles, Calif.: Marine 3d Division, invasion of Guam.

★ DUNLAP, George E., Lt. (jg), USNR, Dallas, Tex.: Photographic interpreter on staff of commander fast carrier task force, Pacific, 18 Aug. to 9 Dec. 1944.

★ EAGLE, Jess L., AM2c, USNR, Sherman Oaks, Calif.: Aboard ship, Philippine Islands, 24 Oct. 1944.

★ FARLEY, Floyd E., Ens., USN, Marion, Ind.: USS *Phelps*, Pacific area.

★ FARRAR, Arthur, Lt. (jg), USCG, Lawton, Okla.: CO of LCI(L), Normandy invasion.

★ FARRAR, Murvale T., Capt., USN, Long Branch, N. J.: CO of transport, landings on enemy-held islands, 21-26 July 1944.

★ FERGUSON, John F., Lt. Comdr., USNR, Richmond, Va.: CO of antiaircraft training center, Southwest Pacific.

★ FERNALD, James M., Capt., USN, Hampton, N. H.: CO of destroyer tender, Pacific.

★ FLETCHER, William B. Jr., Capt., USN, New York, N. Y.: Commander of task unit, Solomon Islands, 7 April 1943.

★ FOSTER, George H. Jr., Lt., USN, Washington, D. C.: Gunnery officer, USS *Buchanan*, Solomon Islands area, 13 Sept. 1942-27 Feb. 1944.

★ FROST, Edwin R., Lt. (jg), USCGR, Oil City, Pa.: CO, Coast Guard cutter, Normandy invasion.

★ FROST, Laurence H., Capt. (then Comdr.), USN, Washington, D. C.: CO, destroyer, Kolombangara, Shortland and Bougainville, British Solomon Islands, 29 June 1943.

★ GAMMONS, Warren R., Cox., USNR, Pawtucket, R. I.: Rescue off Halmahera Island, 16 Sept. 1944.

★ GALLERY, Daniel V. Jr., Capt., USN, CO, Fleet Air Base, Iceland, December 1941-May 1943.

★ GARNER, David, RM1c, USCGR, Lawndale, Calif.: Member of the crew of an Army tug, 5-6 Dec. 1944.

★ GAY, Donald Jr., Lt. Comdr., USN, Newport News, Va.: CO, patrol bombing squadron, Bay of Biscay, 1943, 1944; English Channel, June 1944.

★ GIBBS, John J. Jr., BM2c, USNR, Richmond, Va. (posthumously): Pointer on a 20-mm. gun, *LCI(G) 365*, Marianas invasion.

★ GIFFORD, Robert L., TM3c, USNR, St. Louis, Mo. (missing in action): Bow planesman aboard USS *Harder*.

★ GOETZ, Byron E., Lt. Comdr., USNR, Indianapolis, Ind.: OinC Flag Plot Section, Operations Division of ComSoPac and SoPacFor, 22 June 1942-25 March 1944.

★ GOSNELL, Thomas H., Lt., USNR, Rochester, N. Y.: Division commander of a boat pool, Solomon Islands area, 30 June-5 Aug. 1943.

★ GOULKA, James, Lt. (jg), USNR, St. Louis, Mo.: CO, *LCT(5) 391*, invasion of Biak, New Guinea, 27 May-8 June 1944.

★ GRADY, James B., Comdr., USN, New London, Conn.: CO, submarine, Pacific.

★ GRANT, James B., Jr., Lt., USNR, Denver, Colo.: Operator of a target data computer, submarine.

★ GREEN, Russell R., 1st Lt., USMCR, Minneapolis, Minn.: Assault battalion platoon leader, Guam invasion.

★ GRESER, Marion R., S1c, USNR, Schuyler, Neb.: Member of a gun crew of a ship, 24 July 1944.

★ GRIFFITH, Robert L., Lt. Comdr., USPHS, Fort Payne, Ala.: Senior medical officer, transport, Saipan, 15 June-9 July 1944; Tinian, 24 July to 1 Aug. 1944.

★ GUINN, Thomas D., Capt., USN, Norfolk, Va.: CO, aviation engine overhaul base and reequipment and staging depot; CO, sub-air center, 10 July 1943-16 Oct. 1944.

★ HAGEN, Paul E., BM2c, USCGR, Oakland, Calif.: Member of a lifeboat detail, Army tug, 5 Dec. 1944.

★ HAND, Jesse O. Jr., Pfc., USMC, Aurora, Ill.: Marine amphibian tractor battalion, Peleliu, 3 Oct. 1944.

★ HARNEY, Edward P., S2c, USNR, Salem, Mass.: Aircraft carrier, Philippine Islands, 24 Oct. 1944.

★ HARVEY, Alton E. Lt. (jg.), USNR, Water Valley, Miss.: First lieutenant and loading officer of a ship during assaults on Pacific beachheads.

★ HARZBECKER, Frank H., Lt. (jg), USNR, Opa-Locka, Fla.: Aircraft maintenance officer, Liberator photographic reconnaissance squadron, 1 Feb.-15 Nov. 1944.

★ HEGGEM, Ole J., Lt. Comdr., USNR, Seattle, Wash.: Division commander of boat pool, Rendova-New Georgia area, 30 June-5 Aug. 1943.

★ HERRICK, Hiram H., BM2c, USNR, Dearborn, Mich.: Aboard ship, Phillippine Islands, 24 Oct. 1944.

★ HEUBACH, Phillip P., CMM, USNR, Philadelphia, Pa.: Aboard a destroyer, Aleutians to Philippines, 15 Jan. to 2 Dec. 1944.

★ HILL, Kenneth P., Lt., USNR, Portland, Oreg.: Division commander of a boat pool, Solomon Islands area, 30 June-5 Aug. 1943.

★ HOOLEY, Titus T., Pfc., USMC, Goshen, Ind.: Action on Guadalcanal, Tarawa, Saipan.

★ HOWARD, Sam F., BM2c, USCGR, Seattle, Wash.: Vella Lavella, 28 Sept. 1943.

★ HULTENGREN, Richard D., Lt. (jg), USNR, St. Paul, Minn.: Division commander of a boat pool, Solomon Islands area, 30 June-3 Aug. 1943.

★ HUTCHINSON, Leslie L., Lt., USNR, Lawrence, Kans.: First lieutenant, destroyer escort, Algerian coast.

★ JENSEN, Paul A., Lt. (jg), USNR, Chicago, Ill.: Mine disposal officer, invasion of southern France.

★ JETER, Max A., Lt., USNR, Springdale, Ark.: OinC, combat demolition unit, invasion of southern France.

★ JOHNSTON, Paul F., Comdr., USN, Creston, Iowa: Gunnery officer, battleship, South and Central Pacific waters, October 1942-September 1944.

★ KELLAM, John H., Ens., USCGR, Johnstown, Va.: CO, Coast Guard cutter, Normandy invasion.

★ KIDSTON, Donald E., Lt., USNR, Hudson, Mass.: Beachmaster, Pacific area.

★ KIESEL, Harold M., Lt., USNR, Vevay, Ind.: OinC of the Outboard Shuttle Control, Normandy invasion.

★ KIMSEY, Wilber W., Pharmacist, USN, Yakima, Wash.: Assistant to the chief surgeon, Guam.

★ KROHN, Abraham, S2c, USCG, Los Angeles, Calif.: Crew member of an Army tug, 5-6 Dec. 1944.

★ LAMPRON, Alfred J., S1c, USN, Montclair, N. J.: Trunnion operator, cruiser, Central Pacific, 16 Oct. 1944.

★ LARSEN, Eugene G., Pfc., USMC, Kenosha, Wis.: Marine artillery battalion, Saipan, 7 July 1944.

3 New Zealand Officers Win Navy Bronze Star

Three officers of the Royal New Zealand Naval Reserve have been awarded the Bronze Star Medal by the U. S. Navy for piloting U. S. ships through perilous and unknown waters during the assault on Bititu Island, Tarawa Atoll. They are Lt. James Forbes, Lt. Stanley S. Page and Lt. Gordon L. Webster. Despite intense enemy gunfire, they piloted the first invasion ships through a narrow passage, flanked by dangerous reefs, into the treacherous coral-studded lagoon with expert seamanship and outstanding courage. They continued to guide our destroyers, minesweepers, transports and LSTs to their assigned stations without damage, and contributed in large measure to the final capture of Bititu.

Wheel Watch (NAS, Cape May, N. J.)

"Hey, isn't this the cigar I gave you when I made first class?"

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

Most Retired Enlisted Men to Be Released; Vacancies to Be Filled by Younger Men

Substantially all retired enlisted men now on active duty will be returned to their retired status by 1 Jan. 1946, under provisions of BuPers Circ. Ltr. 113-45 (NDB, 30 April, 45-439). As of 30 April 1945, there were 6,105 men in this category, of whom 5,423 have CPO ratings.

Announcement of the plan for release of retired enlisted men on active duty follows closely after the directive of 30 March 1945 which established procedure for the release of retired enlisted personnel serving as officers (ALL HANDS, May 1945, p. 73). Early in the war emergency both groups were called back from retirement after long service to provide a nucleus of veterans for the fast-expanding Navy. Increased numbers of trained personnel now makes it possible for them to return to retirement.

Since COs are expected to fleet-up enlisted personnel within their commands to fill vacancies left by retired enlisted men, the measures will also provide opportunities for advancement in responsibility and rating for younger personnel in the service.

The only exception provided for by the directive is that retired enlisted men holding key positions,, fit for active duty, and essential to the war effort may be recommended to BuPers not later than 1 Nov. 1945 for retention on active duty beyond 1 Jan. 1946. However, not more than 10% of the retired enlisted men within any command may be recommended to BuPers for consideration.

All others are to be released to inactive duty as their services can be spared, without further reference to BuPers. The total number of such personnel on duty as of 1 April 1945 in each administrative command is to be used to determine the rate of release, with 15% to go back on retirement prior to 31 July 1945 and 15% additional during each succeeding month through December 1945.

Hoist (NTC, San Diego)

"Another civilian arrested for not having his hat square! Hogan, can't you forget you were once an SP?"

Retired enlisted men to be released are to be transferred to a receiving station or personnel redistribution center in the continental U. S. nearest their homes, where they will be informed as to their rights, benefits and privileges.

In cases where reliefs are deemed necessary, they will be provided by administrative commands responsible for the distribution of enlisted personnel.

However, COs are expected to fleet-up enlisted personnel and to make sure that wherever possible personnel now under their commands are sufficiently trained to provide adequate reliefs.

New Rules to Speed Release Of Enlisted Personnel Found Fit Only for Limited Duty

Two measures to increase the fighting efficiency of the Navy by providing for the discharge or release to inactive duty of certain physically disabled enlisted personnel were recently announced jointly by BuPers and BuMed. Personnel covered by the directives are: (1) those who are considered to be not physically qualified for all duties of their rating and (2) those who have previously been classified by medical survey as fit for limited duty only.

Exceptions provided for are:

- Men whose disabilities are the result of wounds received in action or diseases incurred in, and peculiar to, combat areas (such as malaria and filariasis). They are to be given the choice of either staying on active duty and being assigned duty commensurate with their physical qualifications or, if they so request in writing, being discharged from the Navy. Fleet Reservists and retired enlisted men may similarly be released to inactive duty.
- Men with the disabilty of seasickness (motion sickness) are not to be discharged, but classified as physically qualified for duty ashore, including overseas, and are to be transferred to the nearest receiving station for further assignment.
- Men temporarily unfit for duty because of combat or operational fatigue are to be retained on either limited or unlimited duty, as circumstances permit, and may not be discharged from the service under such diagnosis. Those who are totally unfit for service are to be reexamined and a more exact diagnosis of the basic disability established.
- Men not physically qualified for general service but who meet the physical requirements for Special Assignment personnel, and who are otherwise qualified for retention in the service, may not be discharged. Their classification is to be changed by adding (SA) to their naval designation. The minimum physical qualifications for (SA) men differ from general-service standards as follows: color perception — color-blindness acceptable; vision—minimum 2/20 correctible to 10/20 each eye, with slight functional defects acceptable, and hearing—8/15 in each ear.

The partially disabled men included in the above categories, if retained in the service, are to be eligible for advancement in rating, and if regular Navy men, for transfer to the Fleet Reserve upon completion of required service in accordance with existing legislation. Regular Navy men are not to be discharged at expiration of enlistment with a view of immediate reenlistment, until waiver of the physical defect has been approved by BuPers. With a view to restoring such personnel to full-duty status, they are also eligible for reexamination upon own request. They are, however, to be reexamined every six months.

So as not to impair the operating efficiency of activities where a large number of limited-duty personnel are now assigned, reexaminations are to be conducted progressively during the four months following receipt of the letter.

(For complete details see BuPers-BuMed letters (NDB, 30 April, 45-449 and 45-450.)

Enlisted Patients to Get Immediate Replacements Of Clothing Lost Overseas

Enlisted men of the Navy and Coast Guard returned from overseas as patients and who have lost their clothing through no fault of their own may now be given immediately an issue in kind, provided they have not already been reimbursed, according to a BuPers and BuS&A Joint Ltr., dated 1 March 1945 and addressed to medical officers in command of naval hospitals in the continental U. S.

Issue to chief petty officers, cooks and stewards may not exceed $100 in value and to enlisted personnel in other ratings, $60 in value. If a claim is later filed for the loss, the value of the clothing issued will be deducted.

The new regulations are effective as of 1 Jan. 1945.

Enlisted Reservists and USN-Is Over 42 Eligible for Release upon Application

As a part of the Navy's policy of making most efficient use of all personnel within its approved legal limit, most enlisted men in the Naval Reserve and Fleet Reserve, enlisted Waves and USN-I inductees 42 years of age or over have been made eligible for discharge or release to inactive duty upon application.

Provisions for their release, approved by the Secretary of the Navy, were announced last month to all ships and stations by BuPers Circ. Ltr. 122-45 (NDB, 15 May, 45-500).

The Navy policy is similar to those recently announced by the Army and Coast Guard. No change in discharge policy has been made public by the Marine Corps since announcement in Marine Corps Hdqtrs. Ltr. of Inst. 792, 29 June 1944, which provided for the discharge of any enlisted men over 38 years of age stationed within the continental limits of the U. S.

Personnel who applied for discharge under BuPers Circ. Ltr. 257-44 (NDB, July-Dec., 44-1064) but whose requests were disapproved because they held critical rates or their services were otherwise needed, are again made eligible for discharge. Approximately 16,000 men were released under the previous directive, details of which were published in the Oct. 1944 issue of ALL HANDS, p. 63. Eligible personnel who still desire to be discharged or released from the service may apply to their respective commanding officers.

Applications may be submitted only by personnel who have passed their 42d birthday, and will be considered only when initiated and officially submitted in writing by the individual concerned. COs are directed by the letter to approve requests and take steps to effect the discharge or release to inactive duty of eligible personnel without reference to BuPers. Fleet reservists will be released to inactive duty; naval reservists and USN-I inductees will be discharged. As personnel in the eligible categories reach their 42d birthday, and request discharge or release, they will be considered eligible.

Where reliefs are required, they will be furnished. However, the directive states, it is not desired that personnel be retained until a relief arrives, unless the war effort would otherwise be seriously hampered.

Eligible personnel stationed within the continental limits of the U. S. are to be released within three months after receipt of the letter. Eligible personnel afloat or stationed overseas are to be discharged within six months.

COs are instructed not to approve requests from personnel who are hospitalized, or those awaiting trial by court-martial, undergoing punishment as a result of a sentence of court-martial or otherwise involved in disciplinary action. However, when such personnel are fully restored to duty, or when no longer in a disciplinary or probationary status, their discharge or release may be effected.

The letter does not apply to enlisted personnel in the regular Navy, nor to those regular Navy men who requested transfer to the Fleet Reserve, following receipt of BuPers Circ. Ltr. 257-44 (NDB, July-Dec., 44-1064), which provided for the release or discharge of certain specialized enlisted personnel (for details see ALL HANDS, Oct. 1944, p. 63-64). Although applications which have been forwarded to BuPers under the above circular letter will be processed, the directive states that no further applications should be submitted under this reference.

Personnel may not be discharged outside the continental limits of the U. S. except in accordance with Navy Regs, Art. 1689 and BuPers Manual, Art D-7019(1), under which personnel who request discharge outside the continental limits of the U. S. are required to waive in writing all claims to consular aid and all transportation in kind and to all travel allowances involved from the place of discharge to the place of acceptance of their enlistment.

Those naval reservists and USN-I inductees requesting release will be given an honorable discharge, provided their records and marks meet the requirements. They may not have been convicted by general court-martial nor have received more than one summary court-martial, and their minimum final average marks must be 3.0 in proficiency and 3.25 in conduct.

Discharges for naval reservists and USN-I inductees effected under provisions of the directive are to be considered as for the convenience of the Government, and in accordance with Navy Travel Instructions, Art. 2503-10(f)(3) such personnel are eligible

Relative Ranks in the Armed Services

As a result of numerous inquiries received by BuPers for a listing of the relative ranks of personnel of the four armed services, the following has been prepared by the Personnel Accounting & Statistical Control Section:

NAVY	COAST GUARD	MARINE CORPS	ARMY
			General of the Armies*
Fleet Admiral			General of the Army
Admiral	Admiral	General	General
Vice Admiral	Vice Admiral	Lieutenant General	Lieutenant General
Rear Admiral	Rear Admiral	Major General	Major General
Commodore	Commodore	Brigadier General	Brigadier General
Captain	Captain	Colonel	Colonel
Commander	Commander	Lieutenant Colonel	Lieutenant Colonel
Lieutenant Commander	Lieutenant Commander	Major	Major
Lieutenant	Lieutenant	Captain	Captain
Lieutenant (junior grade)	Lieutenant (junior grade)	First Lieutenant	First Lieutenant
Ensign	Ensign	Second Lieutenant	Second Lieutenant
Commissioned Warrant Officer	Commissioned Warrant Officer	Commissioned Warrant Officer	Chief Warrant Officer
Midshipman	Cadet		
Warrant Officer	Warrant Officer	Warrant Officer	Warrant Officer (junior grade) or Flight Officer
			Cadet, U. S. M. A.
Aviation Cadet	Aviation Cadet		Aviation Cadet
Chief Petty Officer (perm. appt. or appt. to pay grade 1)	Chief Petty Officer (perm. appt. or appt. to pay grade 1)	Sergeant Major First Sergeant Master Gunnery Sergeant Master Technical Sergeant Quartermaster Sergeant Paymaster Sergeant Master Steward Master Cook	Master Sergeant First Sergeant
Chief Petty Officer (acting appointment)	Chief Petty Officer (acting appointment)		
Petty Officer, 1st class	Petty Officer, 1st class	Gunnery Sergeant Technical Sergeant Drum Major Supply Sergeant Steward, 1st class Cook, 1st class	Technical Sergeant
Petty Officer, 2d class	Petty Officer, 2d class	Platoon Sergeant Staff Sergeant Chief Cook Steward, 2d class Cook, 2d class	Staff Sergeant Technician, 3d grade
Petty Officer, 3d class	Petty Officer, 3d class	Sergeant Field Cook Field Music Sergeant Steward, 3d class Cook, 3d class	Sergeant Technician, 4th grade
Seaman, Fireman, Hospital Apprentice, Bugler or Steward's Mate, 1st class	Seaman, Fireman, Hospital Apprentice or Steward's Mate, 1st class	Corporal Assistant Cook Field Music Corporal Steward's Assistant, 1st class	Corporal Technician, 5th grade
Seaman, Fireman, Hospital Apprentice, Bugler or Steward's Mate, 2d class	Seaman, Fireman, Hospital Apprentice or Steward's Mate, 2d class	Private, 1st class Field Music, 1st class Steward's Assistant, 2d class	Private, 1st class
Apprentice Seaman or Steward's Mate, 3d class	Apprentice Seaman or Steward's Mate, 3d class	Private Field Music Steward's Assistant, 3d class	Private

* A special honorary rank created by Congress for Gen. Pershing after his retirement as AEF commander.

for travel allowance, even though the discharge is at their own request.

Although "convenience of the Government" is not stated in BuPers Manual, Art. D-9103(1) as a reason for entitling a man to an honorable discharge, the directive modifies the manual so that an honorable discharge may be given to those personnel whose records so warrant. Those who do not meet the requirements for an honorable discharge are, however, to be discharged under honorable conditions for the convenience of the Government.

What Enlisted Marks Mean Noted in Urging COs To Evaluate Men Carefully

The importance of proficiency and conduct marks of enlisted personnel, both to the individuals and to the Navy, has been emphasized by BuPers in its directives inviting the attention of COs to instructions on the assignment of those marks.

The instructions, Art D-8019, BuPers Manual, point out that a man's marks have a direct bearing on his eligibility for promotion and on the character of discharge awarded if he is separated from the service.

Laxity on the part of officers charged with the duty of assigning marks has resulted, in many cases, in an unjustice to the enlisted person concerned and, conversely, has given others certain benefits and privileges to which they are not entitled.

Factors to weigh and other instructions concerning assignment of marks are contained in Articles D-8018, D-8019 and D-8020, BuPers Manual; BuPers Circ. Ltrs. 9-43 (NDB, cum. ed., 43-275) and BuPers Circ. Ltr. 336-44 (NDB, July-Dec., 44-1276).

Small-Arms Marksmanship Regulations Are Changed

The following changes in regulations governing small-arms marksmanship for the remainder of gunnery year (1 July-30 June) 1944-45 and gunnery year 1945-46 are contained in a Cominch letter to all ships and stations (NDB, 30 April, 45-419)

- Revision of the standard training allowance of ammunition for course C from 210 to 200 rounds; course K from 40 to 150, and course L from 20 to 60;
- Acceptance of the qualifications for expert as set by the Marine Corps as basis for issuance of the Navy expert medal to Navy personnel serving with the Marine Corps where no Navy rifle range is convenient;
- Adoption, 1 July 1945, of a score of 180 for qualification as expert with the .30-caliber carbine; 165 for sharpshooter, and 140 for marksman (now 175, 160 and 135 respectively).

Rules Revised for Issuing Honorable Service Buttons

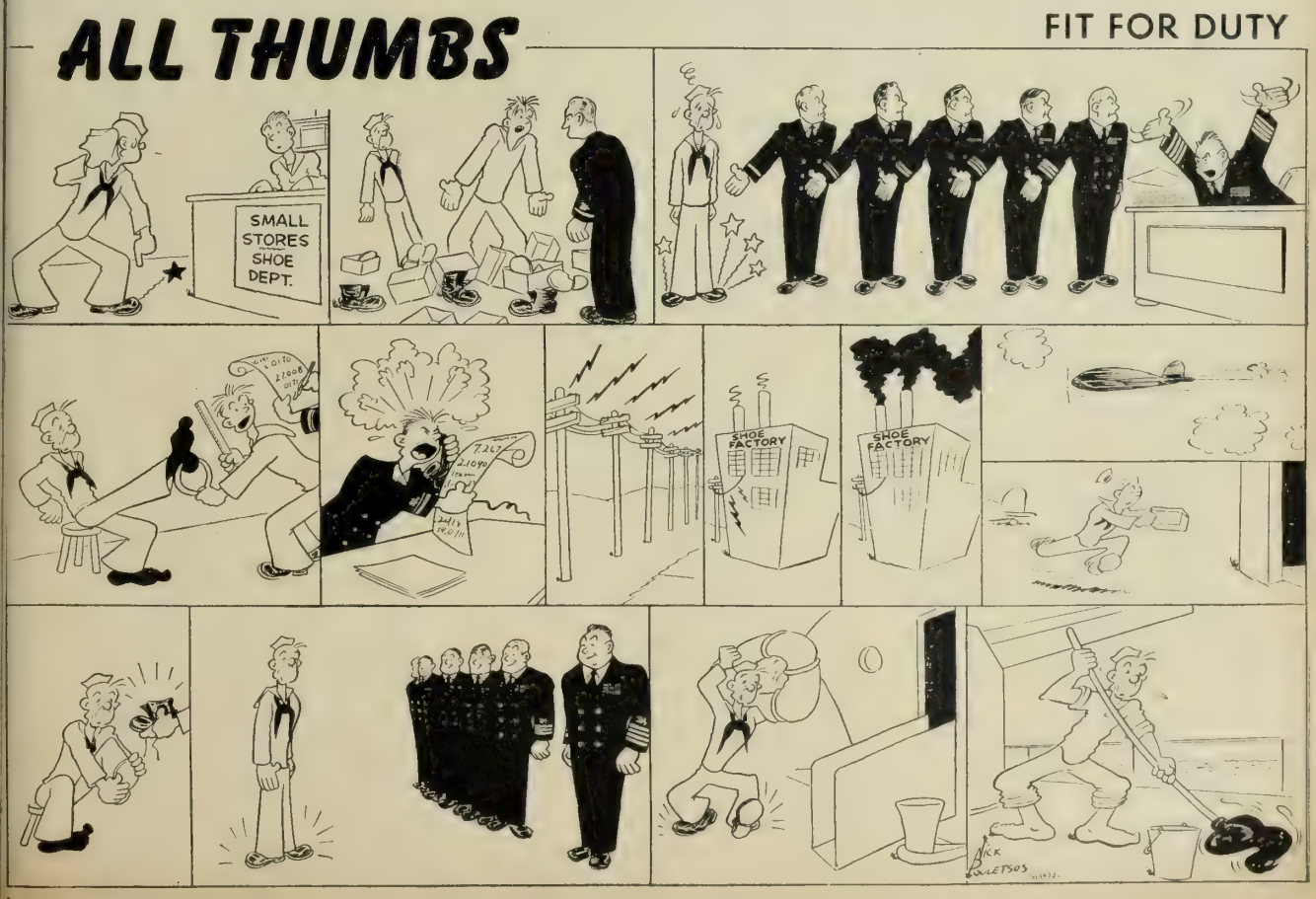
Honorable service lapel buttons are issued by district civil readjustment offices as well as by naval shore establishments discharging or releasing naval personnel, under regulations in the recently approved revision of Art. A-4010, BuPers Manual (BuPers Circ. Ltr. 133-45: NDB, 15 May, 45-509).

The buttons or, in the case of Waves and Navy Nurses, the pins, are issued to officers and enlisted personnel upon discharge and those officers and enlisted personnel previously discharged who served on active duty on or after 9 Sept. 1939.

Included are officers who are honorably discharged; whose resignations are accepted under honorable conditions, and who are released from active duty under honorable conditions (including officers on the retired list and members of the Fleet Reserve who are placed on inactive duty); and enlisted personnel who are honorably discharged; who are discharged under honorable or satisfactory conditions, and who are released from active service under honorable conditions (including enlisted men of the Fleet Reserve and those on the retired list).

Personnel entitled to the button who did not receive it at the time of discharge or release may apply in person at any naval activity authorized to issue the buttons, exhibiting their original discharge or release papers as identification and evidence of their service, or they may apply in writing to BuPers, enclosing their original discharge or release papers.

The buttons are not issued to enlisted personnel discharged during the present war for purposes of immediate reenlistment.



Written Request Required For Mailing Publications To Personnel Overseas

No new subscriptions or renewals to magazines or newspapers for mailing to Navy, Marine Corps or Coast Guard personnel overseas may be accepted after 1 July 1945, under an order recently issued by the Postmaster General at the request of the Navy Department, unless the periodicals are requested in writing by the servicemen himself. This measure, similar to one which has been in effect for Army personnel for more than a year, has been adopted to help conserve vital shipping space and to prevent nonessential mailing.

After 1 July publishers will be required to present the requests from servicemen in order to mail magazines and newspapers overseas. However, they may continue mailing copies *without a request* in fulfilment of subscriptions which expire later than 1 July 1945, and until such time as the subscription runs out. Relatives or friends may pay for the subscriptions or renewals provided the serviceman has initiated the request for the publications.

Complimentary copies sent by publishers, copies paid for by advertisers, and copies sent under any kind of an arrangement whereby the request of the serviceman has been solicited, may not be accepted for mailing.

As a further means of eliminating nonessential mailing, the public is being encouraged to include clippings from hometown newspapers in letters rather than mailing complete issues of the publications.

Space saved by these means will allow first class mail service to be improved and will also speed shipments of materiel.

Censorship Rules Modified For Some Personal Messages

Messages concerning death outside the immediate family, serious illness or accidents, birth notices and other matters of great personal importance may now be forwarded to fleet personnel and overseas shore-based personnel via Navy communication facilities, providing commercial facilities are not available.

Only messages concerning deaths in the immediate family could be forwarded prior to a recent modification of U. S. Navy censorship regulations (NDB, 30 April, 45-422).

Messages, together with the correct address of the addressee, should be filed with or transmitted to the commandant of the naval district nearest to the location of the addressee, or to BuPers, Washington 25, D. C., for transmission at the discretion of the forwarding authority via the Navy communication system.

The modification also provides that personnel may send replies to such personal messages via the Navy communication system where no commercial service is available. Replies, however, are sent only at the discretion of the CO when security conditions permit.

Official U. S. Navy photograph

THESE UNWANTED NEWSPAPERS and magazines took up vital shipping space, only to be quickly discarded in ashcans outside the postoffice at a naval air station.

Submarine Postoffices To Be Discontinued

Navy postoffices aboard submarines are to be discontinued by 1 July 1945, as provided by BuPers Circ. Ltr. 134-45 (NDB, 15 May, 45-510). Mail service is to be provided through postoffices on submarine tenders and shore bases. COs are authorized by the directive to appoint any trustworthy enlisted man to serve as mail orderly. He will not be bonded and is not entitled to receive extra compensation for such service.

COs of Hospital Ships and Hospitals Authorized to Make Purple Heart Awards

Because numerous instances have occurred where an undue interval has elapsed between the time a man is wounded in action and when he receives a Purple Heart, provisions have been made whereby they may be awarded on-the-spot by COs of hospital ships and all hospitals in the States and overseas.

The directive, Alnav 79-45 (NDB, 30 April, 45-415), points out that Purple Hearts should also be promptly awarded by proper authorities to eligible personnel who are wounded in enemy action, but whose injuries do not necessitate their being transferred to a hospital or hospital ship.

As stated in previous directives, personnel who consider themselves eligible to receive the Purple Heart may forward their applications, via official channels, to the Chief of Naval Personnel; Commandant, Marine Corps, or Commandant, Coast Guard, as appropriate. Where no entry is contained in the service record relative to wounds received, the individual may submit a sworn statement, including complete details, such as names of personnel who either witnessed or treated the injury, extent of injuries and geographical location where received. This procedure applies to personnel wounded in action either before or after 7 Dec. 1941.

For details see Navy Department General Order 186; Alnav 26-44 (NDB, Jan.-June, 44-78) and Alnav 79-45 (NDB, 30 April, 45-415).

Families May Now Join Men On Permanent Duty at Some Western Hemisphere Points

Navy officers and enlisted men (PO2c and above) who are on permanent duty at certain overseas stations in the western hemisphere may now have their families join them, under provisions set forth in a letter from CNO dated 23 April 1945.

On 2 Nov. 1942 the transportation of dependents to areas outside the continental limits, including Alaska and the Canal Zone, was suspended by Alnav 235-42 (NDB, cum. ed. 1943, 42-2061). The first broad relaxation of this rule was effected by SecNav in Oct. and Nov. 1943 when transportation was authorized, for cases specifically approved by the VCNO (as well as Com4thFleet in the case of Brazil), for dependents of officers and men serving with U. S. embassies, legations and naval missions in Central America (except Panama); South America; Havana, Cuba; the Dominican Republic, and Haiti.

The most recent modification now makes it possible for servicemen (PO2c and above) to apply for transportation of their dependents at Government expense to stations within the Gulf, Caribbean and Panama Sea Frontiers, Mexico and Brazil, under the following conditions: (1) that no Government transportation is furnished except as may become available as surplus; (2) that travel is for the purpose of establishing residence with (*not of visiting*) the officer or man concerned; (3) that no household effects or private automobiles are transported via Government transportation or at Government expense.

The naval commander in each area cordinates the local policy to govern the handling of such applications with the appropriate local Army commander on the basis of availability of housing, medical facilities, etc., and determines the order in which applications are approved.

Personnel concerned (*not their dependents*) may submit applications to the Chief of Naval Personnel, via official channels including the naval commander of the area concerned. Reimbursement for transportation is to be effected in accordance with existing laws.

Two Commands Now Authorized To Give Commendation Ribbon

Authority to award the Commendation Ribbon has been delegated to the Commanding General, Fleet Marine Force, Pacific, and the Commander, Amphibious Forces, Pacific Fleet. The authority, however, is not retroactive and men who have been awarded letters of commendation prior to 16 May 1945 by CG,FMF,Pac and ComPhibPac, are not entitled to wear the Commendation Ribbon. Authority to make the award previously was restricted to SecNav, Cominch, CincPac, CincLant and all fleet commanders of the rank of vice admiral and above.

MONTH'S ALNAVS IN BRIEF

No. 76—Calls for applications be-re 1 September from reserve and mporary officers with background in athematics and under 27 years old is year and from regular Navy of-ers, classes 1942 through 1944, for o-year postgraduate course in naval gineering (design) to convene in nuary 1946.

No. 77—States that issue and use stock number S1-3531 plasma nor-al human dried 500 CC package anufactured by Sharp & Dohme, lot mber 288395, expiration date March 47, shall be discontinued immedi-ely pending investigation and in-ructions (see Alnavs 86 and 100).

No. 78—Redefines "flying officer" ee p. 79).

No. 79—Delegates authority for vard of Purple Heart (see p. 70).

No. 80—Announces appointment to xt higher grade, to rank from 1 ay 1945, of regular and reserve avy Nurse Corps lieutenants (junior ade) whose present rank occurred Aug. 1944 or earlier and who re-rted for continuous active duty as signs 1-31 Oct. 1942, and those en-gns who reported for continuous ac-ve duty as ensigns 1 Jan. 1944.

No. 81—States that claims for re-bursement for transportation of avy, Marine Corps and Coast Guard pendents shall carry following state-ent signed by claimant: "I certify cept as noted hereon that no prior aim has been presented by me or by y member of my family for the re-bursement for transportation of de-ndents as claimed herein and that transportation in kind has been rnished therefor."

No. 82—States that, because of dis-se among food animals in foreign untries, fresh or frozen meats pro-red in foreign ports may not be nded in U. S. either as meat or garb-ge, and gives procedure for COs to llow if temporary storage of such eats in U. S. is necessary.

No. 83—Revises regulations on sub-ission of action reports.

No. 84—Announces appointment to xt higher rank, to rank from 1 May 45, of those lieutenants (junior rade) and ensigns, line and staff rps, on active list of regular Navy hose date of rank is 1 Jan. 1944, and ose lieutenants (junior grade) and signs, line and staff corps, of Naval eserve and Women's Reserve whose ate of commencement of continuous ctive duty in their respective ranks 1 Jan. 1944.

No. 86—Calls for destruction of en-re amount of S1-3531 plasma normal man dried, lot number 288395, ex-iration dated March 1947 and manu-actured by Sharp and Dohme (but e Alnav 100, below).

No. 87—Deals with preparation and bmission of report on money value of aterials on hand as of 30 June.

No. 88—Concerns reenlistment al-wance (see p. 78).

No. 89—Revises Alnav 48-44 (NDB, an.-June, 44-272) to permit CincPac and Com7thFleet to clear books, articles, press interviews, communiques and broadcast scripts dealing with submarine operations and adventures.

No. 90—Deals with submission of quarterly muster rolls.

No. 91—Announces President Truman's proclamation of the unconditional surrender of Germany and calls for resolution and fortitude to speed victory in Pacific (see p. 2).

No. 92—Invites applications from regular Navy Supply Corps officers, not over 40 years of age, of ranks of lieutenant commander and commander for year's postgraduate course in Navy industrial accounting; applications via official channels to reach BuPers prior to 1 July 1945; officers who applied since 1 March 1945 need not reapply.

No. 93—Modifies travel instructions to allow Navy, Marine Corps and Coast Guard officers traveling on per diem orders reimbursement while traveling and for not more than 90 days (instead of 60) at any one temporary duty station.

No. 94—Sets termination of mourning period for President Roosevelt.

No. 95—Directs destruction of all sun glasses, N-1, type I, procured under contracts NXsX-64558, 73356, 73357, 48017, 38944, 37695, 33720, 33711 with clear plastic frames and green-colored lenses mounted separately, as they are of poor optical quality and continued use is considered damaging and detrimental to vision; sun glasses, N-1, type I, procured under contracts 66844, 99880, 99950 and 99164 with brown amber frames and smoky-black-colored lenses in one piece and covering both eyes are free from defects and suitable for use.

No. 96—Deals with precautionary measures for life preservers (see next column).

No. 97—Calls attention to fact that Public Health Service officers serving with Coast Guard are naval personnel and entitled to naval privileges and subject to naval discipline.

No. 98—Announces transfer of Personal Effects Distribution Center from Clearfield, Utah, to Farragut, Idaho, and establishes procedure for routing and rerouting personal effects of deceased and missing personnel.

No. 99—States that enlisted men may not be arbitrarily or permanently deprived of personally owned mattresses, and deals with those provided by BuShips.

No. 100—Corrects number in Alnav 86 (above) to read 228395.

Weigh-Off (Blimp Squadron 12)

Precautions Issued on Inflatable-Type Preservers

Inflatable-type life preservers are perishable items which, unless taken care of, may be damaged with a resultant risk of life, cautions Alnav 96-45 (NDB, 15 May, 45-482). When worn by personnel who jump into the water from heights greater than 10 feet, inflatable-type jackets may either burst or be pulled from the body. For greatest safety, men should lower themselves into the water feet first, when possible.

As tests have shown that a large percentage of carbon-dioxide cylinders procured under contract NXsx-39393 have leaked in storage, these cylinders should be scrapped immediately. In view of possible leakage of cylinders procured under other contracts, and until an improved welded-type cylinder is available, life preservers should be inflated before entering the water, whenever possible.

Requests Not Needed For Fundamental Books In Ships' Libraries

To reduce the volume of correspondence, BuPers' Library Section has requested COs and prospective COs not to request the following books as part of the ship's publication allowance since they are included automatically in the ship's commissioning library:

The Holy Bible, Webster's Collegiate Dictionary, Knight's Modern Seamanship, and such Naval Institute publications as Duttons' Navigation, Willson's Watch Officers' Guide, Bluejackets' Manual, Lovette's Naval Customs, Traditions and Usage; Naval Leadership, and Naval Administration.

These books are purchased and issued by the Bureau as part of the ship's library, and are not on the allowance list since they are all publications of privately owned companies whose publications should not be confused with official government documents. (This includes the Naval Institute because it is not an activity of the Navy Department.)

A library for each ship is usually forwarded to the outfitting yard approximately two weeks prior to commissioning. If not received, that fact should be reported to the Bureau. Duplicate copies of books issued to ships' libraries are not properly chargeable either to BuShips or to Libraries, Navy, allotments, and if they are desired, the expense must be borne by the individual ship.

APPOINTMENT of OFFICERS from the SERVICE

Qualifications

Generally speaking, applicants for original permanent appointments must have the same qualifications as those which are expected of civilian applicants except that credit is given for their records of naval service. The qualifications for original temporary appointment, on the other hand, are based primarily on an applicant's naval record. While qualifications are raised or lowered from time to time as the special or general needs of the service change, the following table is used as a guide and indicates the normal *minimum* qualifications required for appointment:

	PERMANENT APPOINTMENT	TEMPORARY APPOINTMENT
Age:	19-50	20-50
Education:	• A degree from an accredited college with good ground work in mathematics, or two successful years at an accredited college plus one year of wartime service at sea.	• No specific requirements but in general should have high school education or its equivalent (for warrant officer candidates, at least eighth grade). A satisfactory GCT score will be acceptable in lieu of high school education.
Length of service:	• Six months service (if not recommended while in recruit training).	• For commissioned rank, five years of continuous naval service. For warrant, three years service at sea or five years total service. Waivers of these requirements may be granted by BuPers to men with outstandingly meritorious service. Exception: For appointment to CEC, two years of related civilian experience in a supervisory capacity will be considered equivalent to one year of CEC.

Service record:

• Clear record for five years or for entire service if less than five years. No offenses showing weak character, such as theft, falsehood, nonpayment of debts, moral turpitude; and no offense such as asleep on watch, insubordination or disobedience of orders. No civilian police record (except minor traffic violations). Exception: Applicants for warrant must have clear record for at least two years.

Rate or rank of applicant:	• Apprentice seaman up to and including chief petty officer may apply.	• Only first class and chief petty officers, warrant or commissioned warrant officers are eligible (by Public Law 188, 77th Congress).
Rank in which appointment may be made:	• Ens., Lt. (jg), Lt. or Lt. Comdr., commensurate with age, qualifications and classification. Appointment to Lt. Comdr. is made only as an exception; general practice is not to issue original appointments above Lt. Applications for warrant are not desired except for special programs (see below).	• Warrant, Ens., Lt. (jg), or Lt., commensurate with age, qualifications and classification. Appointments to Lt. made only as exceptions; general practice is not to issue original appointments above Lt. (jg). (A warrant officer must have at least one year of "Excellent" or "Outstanding" service as a warrant to be considered for Ens., Lt. (jg), or Lt.) Since promotion of warrants to commissioned warrants is made by en bloc promotions, applications for appointment from warrant to commissioned warrant are not desired.

NOTE: Original appointments are usually made to warrant, Ens. and Lt. (jg).

Appointment in U. S. Navy or U. S. Naval Reserve:	• All original permanent appointments will be made in the U. S. Naval Reserve.	• U. S. Navy or Fleet Reserve personnel will be tendered original temporary appointments in U. S. Navy; USNR personnel will be tendered original appointments in the U. S. Naval Reserve.

Physical qualifications:

• Physically qualified to perform all duties of recommended grade at sea or on foreign station. No history of diseases which are organic, recurrent or progressive in nature. 15/20 eyes for general line, 12/20 for staff corps and at least 8/20 for artificer warrant appointment. Normal color perception or be able to pass the Edridge Green Lamp Test. U. S. Navy personnel on the retired list must meet these physical standards, since, if selected, they are appointed for active duty in the U. S. Navy. When requested, BuPers will consider granting waivers for minor defects which BuMed finds are not organic in nature, are not likely to interfere with the performance of duties in the recommended grade and which are neither recurrent nor progressive in nature.

The following defects are generally insufficient to disqualify for original temporary appointments: dental defects, underweight, overweight, or underheight.

Recommendation: Must receive favorable recommendation from his CO

Special programs:

• From time to time, the Navy is in need of officers wit special qualifications. When such officers are not already on the rolls, attempts are made to obtain such persons from other sources. One source is the enlisted personnel of the Navy. In order to indicate to the service that specialized abilities are needed there will appear from time to time in the Navy Department Bulletin (semi-monthly) information pertinent to this type of officer vacancy. Persons applying with a view toward filling a billet in one of the special programs must make specific reference to the fact in their applications. Physical qualifications for special programs may be modified from those set forth above when the applicant is sufficiently outstanding in his specialty to warrant waivers and the defects will not interfere with the duty to be performed. The first list of special programs is expected to appear in one month.

Rules Issued on Original Advancement to Warrant And Commissioned Ranks

To clarify the requirements, policie and procedures governing applicatio from enlisted men of the Navy an Naval Reserve for original appoint ment to warrant and commissione ranks, BuPers has consolidated all in formation previously contained in cir cular letters and Alnavs into on circular letter, No. 126-45 (NDB, 1 May, 45-504).

The new directive points out tha there are two types of original ap pointments—permanent and tempo rary.

An original *permanent* appointment for which any enlisted man who meet the qualifications may apply, is a advancement from enlisted status t warrant or commissioned rank, USNR which appointment severs the ap pointee from his enlisted status.

An original *temporary* appointment for which any CO is authorized t recommend any enlisted man wh meets the qualifications, is an advance ment from PO1c or CPO to warran or commissioned rank, USN or USNR or an appointment from warrant o commissioned warrant to the rank o ensign or above, USN or USNR. A original temporary appointment doe not completely sever the appointe from his enlisted status but creates a dual status with provisions for revert ing at a later date from the office standing to which temporarily ap pointed.

An applicant for original *permanen* appointment should initiate action b submitting to his CO a complete Standard Application Questionnair (NavPers 953-A). When a CO intend to recommend a man for origina *temporary* appointment, he will re quest the man to complete the ques tionnaire.

A CO intending to recommend a man for either type of appointmen will request the man to submit to a physical examination by a medical offi cer and the results will be reported o NavMed form Y, attached in duplicat to the questionnaire. If the applican meets the physical qualifications, th CO will forward the application t BuPers via BuMed, with his recom mendation.

When an application arrives in Bu Pers it is considered for every classi fication to which appointments ar then being made. Applicants who d not meet the standards for the typ of appointment, classification or ran for which they have applied are con sidered for other types of appoint ment, ranks or classifications, an appointments are issued as appro priate.

Minimum qualifications (see adjoin ing column) have been develope through actual practice and wid experience in the review of the per formance of persons appointed. Stric

conformance to the prescribed standards produces the highest caliber of naval officer appointed directly from an enlisted status. Although an individual command is in the most favorable position to compare persons within the command with each other, it remains the responsibility of the Chief of Naval Personnel, first, to determine whether or not an applicant can legally be appointed; secondly, whether he meets the established standards, and, thirdly, to select from the large number of recommendations submitted by all commands those persons who on a comparative basis and from an overall standpoint will become the best naval officers.

The names of applicants who are qualified for original appointment are placed on eligibility lists from which appointments are issued as vacancies occur. In any event, all applicants are notified within a reasonable time regarding BuPers' decision as to eligibility. Men given original temporary appointments are notified through the Navy Department Bulletin (semimonthly) or a supplement thereto. In addition to the list of men appointed, this also contains complete instructions regarding first orders to duty as an officer. Temporary appointees are not notified individually by letter, except that occasionally, original appointments to some specialist billets are made by individual notification.

Men given original permanent appointments, however, are notified individually by the forwarding to the appointee of commissions and acceptance and oath-of-office forms (NavPers 962) along with first orders as an officer. If the appointee to an original permanent appointment is serving on duty outside the U. S., BuPers, in general, will direct that he be returned to the commandant of the nearest continental naval district since he is normally sent to an officer indoctrination school before assignment.

Enlisted Men in Reserve Midshipman Schools Keep Ratings and Allowances

Enlisted men selected for reserve midshipman training now retain their ratings throughout the entire training period under a ruling announced last month in BuPers Circ. Ltr. 131-45 (NDB, 15 May, 45-507).

Tadcen Topics (Camp Elliott, San Diego)

"I'm afraid Milton is taking his promotion to MAA much too seriously."

The new ruling, which was effective 7 May, does not apply to men transferred to reserve midshipman training following completion of the allowed number of terms in V-12.

In the past, men were reduced to AS upon entering reserve midshipman training and, after the first month, became reserve midshipmen (temporary), thereby losing all rights to family allowance (or MAQ) and receiving only base pay of $65 a month.

Men rated below S1c or its equivalent are advanced to S1c upon successful completion of the first month's training at reserve midshipman school.

Approximately 300 men enter reserve midshipman training each month from the enlisted ranks of the Navy and Naval Reserve, exclusive of those transferred from V-12.

If the records of candidates for reserve midshipman training indicate a need for academic review, the men are ordered to prior training at a Navy Academic Refresher Unit for a period not to exceed 16 weeks depending upon individual needs.

Trainees found deficient academically, physically or in officerlike qualities at any time during training are returned to general enlisted duty in the rating in which they entered reserve midshipman training.

Candidates who successfully complete all training are qualified for appointments as ensign, USNR, and are so appointed provided vacancies exist in the classifications for which they are qualified. The majority of successful candidates are commissioned in class D(L), formerly D-V(G), USNR, for general line duty. From time to time, however, limited numbers are selected to fill quotas for SC or CEC training and for certain specialized billets; applicants may express a preference.

Qualifications for reserve midshipman training:

Male; U. S. citizens; at least 19 and less than 30 on date application is submitted; meet physical requirements for appointment as ensign D(L) prescribed in Manual of the Medical Department, Chap. 11 (waivers of minor physical defects, non-organic in nature, are considered);

Possess a baccalaureate degree from an accredited university or college; *or* have completed successfully three full years in an accredited university or college and have been on active duty four months; *or* have successfully completed two full years and have been on active duty for eight months (no waivers of educational requirement are granted);

Must have completed successfully two one-semester courses in mathematics of college level or be considered to possess sufficient mathematical aptitude to complete reserve midshipman training satisfactorily;

Must be recommended by COs as possessing *outstanding* leadership and officerlike qualities (recommendations to be individually prepared and sufficiently complete to give adequate assistance to BuPers in selecting applicants).

Applications are made on BuPers Form 953-A (see BuPers Circ. Ltr. 126-45: NDB, 15 May, 45-504).

Quiz for All Hands: WHAT'S YOUR NAVAL I. Q.?

Subj: Naval History

1. What was the only instance in U. S. naval history in which the victor lost his ship and was forced to return to port in the vessel he captured?

2. If Lt. Comdr. A. C. Reed is a familiar name to you, it is because he (a) was CO of the Ranger, (b) supervised the burning of the Normandie, (c) made a pioneer flight across the Atlantic in an NC-4 in May, 1919.

3. Here are some well-known phrases from naval history. Who said which?

(a) "We have met the enemy and they are ours."	(1) Capt. Jones
(b) "I have not yet begun to fight."	(2) Admiral Farragut
(c) "Don't give up the ship."	(3) Commodore Perry
(d) "Damn the torpedoes! Go ahead!"	(4) Capt. Lawrence

4. Esek Hopkins' present-day Navy equivalent would be (a) Admiral E. J. King, (b) James Forrestal, (c) Vice Admiral Randall Jacobs.

5. A naval officer named Admiral Jellicoe rates a place in history books because (a) he sent the message, "Sighted sub sank same"; (b) was the naval aide to President Wilson during the Geneva peace conference, (c) commanded the Grand Fleet at Jutland.

6. The picture below is of the battle between the Monitor and Merrimac. (a) Which is which? (b) Which won?

7. One of these battles is in the wrong war: (a) The Battle of Lake Champlain—The Civil War; (b) The Constitution and the Guerriere—The War of 1812; (c) The Battle of Jutland—World War I.

8. You know the names; how well do you know the initials?

(a) Jones	(1) R. E.
(b) Farragut	(2) O. H.
(c) Byrd	(3) J. P.
(d) Perry	(4) R. E.
(e) Peary	(5) D. G.

9. On 9 May 1926 Lt. Comdr. Richard E. Byrd, USN, flew over the North Pole in his plane the (a) America, (b) Floyd Bennett, (c) Josephine Ford.

10. The next time a shipmate mentions the Bonhomme Richard you may keep the conversation going by saying, (a) "She's a fairly new aircraft carrier." (b) "She was a beautiful Continental frigate." (c) "She was sunk in a terrific battle with the Serapis."

11. The first Secretary of the Navy was (a) Robert Morris, (b) Capt. Horatio Hornblower, (c) Benjamin Stoddert.

12. The Battle of Mobile Bay was fought during the (a) War of 1812, (b) the Civil War, (c) the Spanish-American War, (d) World War I.

[Answers on page 74]

Wave Redistribution Program Doesn't Guarantee Sending to Area of Choice

The redistribution transfer program for enlisted Waves who have served two years or more within a naval district, river command or air training command now operates to transfer personnel out of the area in which they have served; not necessarily to transfer them to a location of their choice, as was the original purpose (ALL HANDS, Jan. 1945, p. 78).

The modification was made because it was found that only 8% of the applicants could be transferred if they were sent only to areas of their choice, whereas 72% could have been transferred if the transfers were not restricted to the areas of their choice.

All transfers still must be requested by personnel concerned, who may designate choices if they desire. Their choices will be given consideration insofar as possible.

Waves Transferred to New Station Must Resubmit Overseas Requests

Enlisted Waves who have been transferred from one district, river or naval air functional training command to another, after requesting overseas duty, are required to resubmit their applications at their new station, if they still desire an overseas assignment.

Other changes in policies and procedures covering the selection and assignment of Waves for overseas duty, which were recently announced by BuPers, are:

- The 14th naval district (Hawaii, where more than 2,000 Waves are now on duty) is at present the only overseas area to which women are being assigned permanent duty. Eventually, it is expected that approximately 5,000 Waves will be serving in the Hawaiian Islands. Although Waves are still asked to indicate a preference of the area in which they wish to serve, assignment to that area cannot be guaranteed.
- Applicants should be in good physical condition and such matters as dental care should be attended to before arrival at the distribution center. A physical waiver granted at the time of entry into the service is not disqualifying unless the condition has been aggravated or unless it has interfered with the performance of duty.
- Requests for temporary additional duty orders overseas for Wave officers are to be referred to BuPers, accompanied by a written consent from the individual concerned.

(For further details on procedure and requirements, see Nov. 1944 ALL HANDS, p. 69.)

Congratulatory Wire Ban Relaxed for Servicemen

The Board of War Communications recently announced that it had relaxed its prohibition on domestic telegrams of congratulation and felicitation to permit the sending of such messages to or by members of the armed forces stationed in the United States. (There has never been any prohibition against the sending of such messages internationally.)

There is a special need for this type of service for hospitalized and returning veterans. Relaxation of the rule was made possible by a decrease in the general volume of telegraph traffic and a progressive improvement in service which will enable Western Union to meet the increased demand. As soon as speed and service improve sufficiently, the Board will drop the ban on greeting messages by the publlic generally.

Distinguishing Mark for Expert Lookouts Announced

The distinguishing mark illustrated here has been approved for enlisted men designated as expert lookouts (ALL HANDS, May 1945, p. 76). The insignia, as announced by BuPers Circ. Ltr. 123-45 (NDB, 15 May, 45-501), is to be worn midway between the shoulder and elbow of the left sleeve for men in the seaman branch and on the right sleeve for all others, with the objective lenses of the binoculars pointing downward, as shown in the illustration.

SK(T) Ratings Not Assigned Duty Afloat Except on YFs

Although numerous requests have been received from ships and stations requesting the inclusion of Storekeeper T ratings in their complement, BuPers has announced that the policy will continue of assigning technical storekeepers only to large spare parts distribution centers, advance base construction depots and aboard spare part issue barges (YFs).

On board other ships, according to BuPers Circ. Ltr. 139-45 (NDB, 31 May), men of other ratings are to be called upon if the storekeeper needs assistance in identifying technical items.

Answers to Quiz on Page 73

1. It was after the battle between the *Bonhomme Richard* and the *Serapis*. As the *Bonhomme Richard* was sinking, John Paul Jones transferred his prisoners and crew to the *Serapis* and returned to France in her.
2. (c).
3. (a) and 3; (b) and 1; (c) and 4; (d) and 2.
4. (a).
5. (c).
6. (a) The *Monitor* is on the right; (b) the *Monitor*.
7. (a) The Battle of Lake Champlain was fought in 1775, in the Revolutionary War.
8. (a) and 3; (b) and 5; (c) and 1 or 4; (d) and 2; (e) and 1 or 4.
9. (c).
10. You are perfectly safe with any of these.
11. (c).
12. (b).

NEW V-DISC RELEASES

Following is the list of V-Discs contained in the June kit, Navy Release L, to be mailed the middle of the month to ships and naval activities outside continental limits and hospitals in the U. S. treating battle casualties. Two Christmas records are included so that units overseas will be assured of receiving them before Christmas. For information on how to get the discs, recorded exclusively for the armed forces, see table in the April 1945 issue, pp. 70-71.

221. SILENT NIGHT; ADESTE FIDELIS; JINGLE BELLS; WHITE CHRISTMAS; I'LL BE HOME FOR CHRISTMAS—Bing Crosby.
222. AVE MARIA; O HOLY NIGHT—Eileen Farrell; AGNUS DEI—Jan Peerce.
223. UP IN CENTRAL PARK—Al Goodman.
224. WHICH OF THE GREAT 48; JUST YOU JUST ME—M. Bailey & Paul Baron; LIKE SOMEONE IN LOVE; LOVE IS THE SWEETEST THING—Perry Como.
225. MEDLEY—Sammy Kaye; JUST A PRAYER AWAY; IRISH WASHERWOMAN—Guy Lombardo.
226. JUST ONE OF THOSE THINGS; RACHEL'S DREAM — Goodman Quintet; GET HAPPY; CRAZY RHYTHM—Coleman Hawkins.
227. RAPSODIE ESPAGNOLE (Part 1 and 3)—New York Philharmonic Symphony.
228. RAPSODIE ESPAGNOLE (Part 2)—New York Philharmonic Symphony; TEMPTATION—Morton Gould.
229. PENTHOUSE SERENADE — Charlie Spivak; SLOW FREIGHT; FISH FRY—Benny Carter.
230. I SHOULD CARE; STRANGER IN TOWN—Martha Tilton; NEGRA CONSENTIDA—Andy Russell; STUFF LIKE THAT THERE—Betty Hutton.
231. MORE THAN YOU KNOW; BROTHERLY JUMP—Dorsey Brothers' Orchestras.
232. THREE CABALLEROS; VICTORY POLKA—Andrews Sisters; YOU TELL ME YOUR DREAM; CIELITO LINDA—Mills Brothers.
233. I NEVER FELT THIS WAY BEFORE; LIVE AND LOVE—Duke Ellington; THE STORY OF TWO CIGARETTES—Monica Lewis; CABARET—Paul Baron.
234. SUGAR; SENSATION RAG—Yank Lawson; ALL OF MY LIFE; I DON'T CARE WHO KNOWS IT—Harry James.
235. ANY OLD TIME; BRING ANOTHER DRINK — King Cole Trio; GLOW WORM; ANVIL CHORUS—Milt Herth.
236. COCKTAILS FOR TWO; LIZA—Art Tatum; SWEET LORRAINE; HALLELUJAH—Teddy Wilson.
237. ROSE OF TRALEE; THE SAME OLD SHILLELEGH — Morton Downey; GRANDFATHER'S CLOCK; THE LASS WITH THE DELICATE AIR — Evelyn Knight.
238. GOLDEN WEDDING; CALEDONIA—Woody Herman; SKYLINER; BLUE SKIES—Charlie Barnet.
239. A SENTIMENTAL GENTLEMEN FROM GEORGIA; IS IT TRUE WHAT THEY SAY ABOUT DIXIE? — Hoosier Hot Shots; BLUEST BLUES; LOOK WHO'S TALKIN'—Ted Daffans.
240. OLD MAN RIVER—Frank Sinatra; JIMMY'S BLUES; TAKE ME BACK BABY—Count Basie.

Tobacco Now Rationed to Service Personnel in U.S.

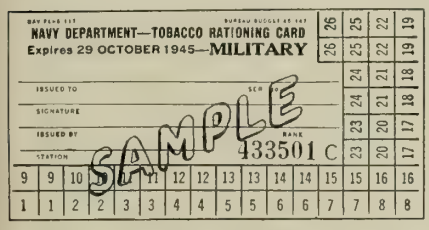
A ration plan for cigarets, cigars and smoking tobacco sold in military and naval activities within the U.S. is effective beginning 3 June. The plan will be supervised and coordinated by BuPers for all Navy, Marine Corps and Coast Guard activities concerned. The Army is adopting similar measures.

The weekly tobacco ration has been initially established at two ration points, each of which is good for three packages of cigarettes, *or* 12 cigars, *or* one package of smoking tobacco of approximately two ounces.

Only one week's ration may be purchased at one time, except that when smoking tobacco is sold in larger than two-ounce units, the purchaser's ration card will be punched ahead. The ration point allowance for any one week is canceled if not used during that week.

Those eligible for ration cards (see below) include Navy, Marine Corps and Coast Guard personnel, adult civilians authorized to purchase at Navy resale activities, and Allied military personnel stationed at a naval activity.

Personnel departing from the U.S. will, just before leaving, surrender their ration cards to be destroyed by


NAVY DEPARTMENT—TOBACCO RATIONING CARD
Expires 29 OCTOBER 1945—MILITARY
ISSUED TO
SIGNATURE
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the CO at their last U.S. duty station (includes temporary duty awaiting transportation at ports of embarkation). Navy, Marine Corps and Coast Guard personnel bearing competent travel orders or leave papers may purchase, prior to their departure, up to four weeks' ration in advance, depending upon the period of leave or official travel.

Uniformed personnel who are patients in naval hospitals or assigned to rest or recuperation centers as the result of duty afloat or overseas, or who are in redistribution centers after return from such duty, may purchase five packages of cigarets *or* 16 cigars *or* approximately four ounces of tobacco for each ration point.

Personnel attached to ships temporarily in U. S. ports will not participate in the ration plan. If in port for extended periods, they will be issued temporary ration cards covering the period during which the ship's store or ship's service will not be in operation.

Ration cards will be honored interchangeably at Army, Navy, Marine Corps and Coast Guard activities.

No rationing system is being put into effect overseas or afloat. Procurement for naval activities afloat or abroad is based on a total of approximately 1¼ packages per day.

'WAY BACK WHEN

THE NAVY VISITED OKINAWA IN 1852

NEAR NAHA Commodore Perry went ashore to visit the Imperial Palace on Okinawa. This old print is from a book about the trip published in 1857.

When papers broke the story, "Yanks Land on Okinawa," they were using a headline nearly a hundred years old. The Yanks had been there before—away back in the middle of the last century.

President Millard Fillmore in 1852 sent an expedition to Japan to negotiate a treaty that would set up diplomatic relations and open the way for commerce between the two countries. The expedition was made up of warships. Even in those days the Japs were notorious for the rough stuff they tried on foreigners. Foreign ships nearing the islands were likely to be fired on; sailors shipwrecked on the shore were in peril of their lives.

Heading the expedition was Commodore Matthew Calbraith Perry, "father of the steam Navy," not to be confused with his brother, Commodore Oliver Hazard Perry, of "We have met the enemy and they are ours" fame. The Japs wanted to talk to Perry at Nagasaki, but he preferred Yedo (now Tokyo) and barged right into the harbor with his warships.

After preliminary discussions, Perry sailed for China. Okinawa was among his ports of call in an extended tour of the western Pacific. He went ashore with his officers and a contingent of marines near Naha to pay respects at the Castle of Shuri.

Official U. S. Marine Corps photographs

MARINES LANDED on Okinawa with Perry. In this print of Perry's reception at the Castle of Shuri, two marines in fancy dress uniform are at right.

RULES ISSUED ON MUSTERING-OUT PAY

Regulations Published For the Naval Service

One of the most widely discussed of the many veterans' benefits provided for by Congress is the mustering-out pay law. To answer the many questions which men and women in the naval service have asked, ALL HANDS has prepared the following questions-and-answers, based on the Navy Department's "Mustering-Out Payment Regulations," recently approved by SecNav.

Who is eligible for mustering-out pay?

All men and women of the regular and reserve components of the Navy, Marine Corps and Coast Guard who are discharged or released from active service under honorable conditions on or after 7 Dec. 1941, except certain personnel mentioned in this article who are specifically exempted under provisions of the law. (Army provisions, while generally similar, are not covered here specifically.—ED.)

Who is NOT eligible for it?

(1) Those who, at the time of discharge or release, are receiving base pay (not counting fogies) of more than $200 a month.

(2) Those who are not discharged under honorable conditions.

(3) Those who at the time of discharge or release from active duty are transferred or returned to the retired list, with retired pay, or to a status in which they receive retirement pay.

(4) Those discharged or released from active duty on their own request to accept employment who have not served outside the continental limits of the U. S. or in Alaska.

(5) Those whose *only service* has been as a student detailed for training under certain specialized or college training programs (such as V-12 Naval Reserve and Class III(d) V-12 Marine Corps Reserve) and personnel in V-5 Naval Reserve whose only service has been in flight preparatory school or temporary duty with Tarmac instruction.

(6) Those whose *only service* has been as a midshipman at the U. S. Naval Academy or as a cadet at the U. S. Coast Guard Academy, or in a preparatory school after nomination as a principal, alternate or candidate for admission to those academies. (However, reserve midshipmen or cadets are not held ineligible for mustering-out pay merely because they received their training at either of the academies.)

(7) Those whose enlistment contract was terminated by cancellation or discharge because of being underage. (The Navy is currently sponsoring legislation to remove this barrier.)

(8) Those discharged for purpose of entering the Naval, Coast Guard or Military Academies.

(9) Those commissioned officers who are discharged or released from active service later than three yeare after termination of the present war as proclaimed by the President.

Are members of the merchant marine, the Coast Guard Reserve and Coast Guard Auxiliary eligible for mustering-out pay?

Personnel in the maritime service are not eligible. Men and women in the Coast Guard Reserve and Coast Guard Auxiliary are eligible, provided they performed full-time active duty with naval pay and allowances.

Will an enlisted man in the regular Navy or Naval Reserve get mustering-out pay if he stays in the service after the present emergency?

Yes, if otherwise entitled to mustering-out pay, he will be eligible to receive it when ultimately discharged for effecting a permanent separation from the service. The fact that a man may voluntarily reenlist immediately following his discharge will have no bearing on his right to receive mustering-out pay.

How much mustering-out pay do eligible personnel get and how is it paid?

(1) $300 for those with active service of 60 days or more and with service outside U. S. continental limits or in Alaska. (2) $200 for those with active service of 60 days or more, but with no service outside U. S. continental limits or in Alaska. (3) $100 for those with less than 60 days of active service.

The first $100 is paid at time of discharge or relief from active service; subsequent $100 payments, if any, at monthly intervals thereafter.

Are payments now in effect?

Yes, since 15 Feb. 1944. Personnel who were discharged or released from active duty under honorable conditions *prior* to 15 Feb. 1944 have until 3 Feb. 1946 to make application for their mustering-out pay. Applications by enlisted men or women in the Navy and Coast Guard may be sent to the Field Branch, BuS&A, Mustering-Out Payment Division, Cleveland 15, Ohio; officers apply to BuPers or Headquarters, Coast Guard, as appropriate. Applications by Marine Corps officers and enlisted personnel should be sent to the Director of Personnel, Marine Corps, Washington 25, D. C.

Tadcen Topics (Camp Elliott, San Diego)

"I'm a bugler—in fact, my whole family for generations back have been buglers."

Applications, accompanied by the original discharge certificate or orders of release from active duty, may be made on the form prescribed by the Navy Department or any facsimile thereof, or by letter containing the following information: (1) The veteran's name, address, file or service number; (2) statement that he was not discharged or released from active service on his own initiative to accept employment or, if so discharged, had served outside U. S. continental limits or in Alaska on or after 7 Dec. 1941; (3) whether he had service outside U. S. continental limits or in Alaska on or after 7 Dec. 1941; (4) that he is not now serving on active duty, and (5) that he has not and will not make any other application for mustering-out payment.

The same procedure may be followed by personnel whose discharges are changed to "under honorable conditions," except that they have until two years after the date of the change in which to make application for mustering-out pay. For personnel discharged prior to 15 Feb. 1944, monthly payments are made. The first payment is made within one month after receipt and approval of application. Subsequent $100 payments, if any, are made at monthly intervals thereafter.

Who makes payments to personnel discharged on or after 15 Feb. 1944?

The first payment is made at the time of release or discharge by the disbursing officer closing the pay account of the individual concerned. Those rating second or third installments receive checks from the Field Branch, BuS&A or Paymaster General of the Marine Corps, as appropriate, without further application.

Is mustering-out pay taxable?

No income tax need be paid on mustering-out pay, nor is it subject to claims of creditors or to attachment, levy or seizure by or under any legal or equitable process either before or after receipt of such payments.

What constitutes "overseas service"?

(1) Service afloat or in the air beyond the three-mile limit, including time spent in a travel status; (2) service in a U. S. territory or foreign country, including Canada and Mexico, and including service performed while in a travel status. However, service performed beyond the three-mile limit while in a travel status when traveling from one part of a state to another part of a state for service therein is not considered as active service outside the continental limits of the U. S. for purposes of computing mustering-out pay.

May time spent overseas prior to 7 Dec. 1941 be counted toward overseas requirement?

No, overseas time is computed from

7 Dec. 1941 to date of termination of the present war, as proclaimed by the President or by Congress, both dates inclusive.

May time spent in an inactive duty status prior to call to active duty be counted in computing length of active service?

No.

Is time lost while in an active duty status deducted?

No.

May time required for a physical examination and for necessary compliance with orders in reporting to active duty be counted?

Yes, if the individual concerned has subsequently reported for active duty as ordered; otherwise, no.

What constitutes "discharge under honorable conditions" for officers?

For officers all separations are considered as being under honorable conditions except: (1) dismissal by general court-martial, and (2) resignation for the good of the service and to escape trial by general court-martial. However, separations resulting from resignations for the good of the service but not to escape trial by general court-martial are deemed to be "under honorable conditions."

What constitutes "discharge under honorable conditions" for mustering-out pay for enlisted personnel?

All separations from the Navy, Marine Corps and Coast Guard are considered as having been under honorable conditions except: (1) undesirable discharges, given for unfitness, desertion without trial, fraudulent enlistment and trial and conviction by civil authorities; (2) bad conduct discharges given by reason of sentence of G. C. M. or S. C. M.; (3) dishonorable discharges given by reason of sentence of G. C. M.

Are there other types of discharges which disqualify personnel for mustering-out pay?

Yes, all those which follow:

(1) Discharges to accept a commission, warrant or enlistment in any other branch of the armed services of the United States. (However, this does not disbar the man from receiving mustering-out pay at the time of ultimate discharge if eligible at that time.) (2) discharges for the purpose of entering the armed forces of Allied nations, except where such personnel have served outside U. S. continental limits or in Alaska; (3) discharges for the purpose of entering the maritime service or accepting employment with the War Shipping Administration (U. S. Merchant Marine Service), except where such personnel have served outside U. S. continental limits or in Alaska, and (4) discharges or releases which are requested by personnel for the purpose of accepting employment, unless such personnel have served outside the continental limits of the U. S. or in Alaska.

Does a request for discharge or release to accept employment forfeit mustering-out pay?

In order to deny entitlement on the basis of this provision of the act, the primary consideration influencing the granting of the request must be the element of employment.

Tadcen Topics (Camp Elliott, San Diego)
"Don't try to wrestle with him—BOX!"

The fact that a request states that an individual has been offered specific employment or that he will return to a business or profession in the event such separation is granted, does not in itself make him ineligible for mustering-out pay. For instance, a man who requests discharge or release to accept employment due to dependency is not ineligible for mustering-out pay, unless it is decided that the matter of dependency is secondary to the acceptance of such employment. Nor is discharge or separation for the convenience of the Government considered as one for the acceptance of employment in those cases where the discharge or release is granted in accordance with a specific or general plan of demobilization. A "plan of demobilization" is considered to be any policy under which separations are granted to members of a class or group who have been specifically or inferentially invited to submit requests for separations.

Are Naval Reserve aviation officers, Class A-V(N), who are eligible for lump-sum payments upon release from active duty, also eligible to receive mustering-out pay?

The fact that they are eligible for the lump-sum payment does not make them ineligible for mustering-out pay, unless otherwise disqualified under the provisions stated in this article.

Are personnel who receive disability benefits from the Veterans' Administration disqualified for mustering-out pay?

No, personnel who receive or who are entitled to receive disability benefits for service-connected disabilities under the law administered by the Veterans' Administration are not declared ineligible for mustering-out pay, if they are otherwise eligible for it. Disability benefits awarded to help compensate the veteran for specific disabilities are to be distinguished from retirement pay which personnel may receive due to retirement for physical disability.

May personnel who serve in more than one branch of the armed forces collect mustering-out pay for each period of service?

No, but they are entitled to the maximum mustering-out pay for which their total service makes them eligible. For instance, if they received mustering-out pay of less than $300 for their period of service, and later complete sufficient additional service in the same or a different branch of the service, their new entitlement may make them eligible for additional mustering-out pay. In no case, however, may they receive more than a total of $300.

May next-of-kin collect a deceased veteran's mustering-out pay?

Yes, if the individual dies *after* discharge or release from active service and before receiving any or all of his mustering-out pay. In such case a lump-sum payment may be made to the following persons: (1) to the surviving wife or husband; or (2) to the surviving child, if the veteran shall not have been survived by a wife or husband, or (3) to the surviving parents in equal shares, including father and mother, stepfather and stepmother, and father and mother by adoption, if the veteran shall not have been survived by a wife or husband or child.

Do next-of-kin receive payments automatically?

No, eligible surviving relatives must make written application to the appropriate branch of the service in which the deceased veteran served: BuPers, Navy Department, Washington 25, D. C.; Director of Personnel, Marine Corps, Washington 25, D. C., or Headquarters, Coast Guard, Washington 25, D. C.

Who makes payments to next-of-kin?

Lump-sum payments are paid to next-of-kin for Navy and Coast Guard deceased veterans by the Field Branch, BuS&A, Mustering-Out Payment Division, Cleveland 15, Ohio, and for Marine Corps personnel by the Paymaster General of the Marine Corps, Washington 25, D. C.

May payments be made to the executor, administrator or other person representing the veteran or any survivor?

Payments may never be made to an executor or administrator of a decedent. In cases of incompentency of a veteran or eligible survivor, payment may be made to the legal guardian or committee or to an appropriate person selected by the branch of the armed service concerned to receive payment on behalf of the veteran or survivor.

Black Shoes OK'd for Aviation Green Uniforms

Brown *or* black shoes may be worn with aviation winter working uniforms (aviation greens) as authorized by BuPers Circ. Ltr. 125-45 (NDB, 15 May, 45-503). This change in Uniform Regs was necessitated by scarcity of brown shoes. Socks are to match the color of shoes worn.

Vet's Right to His Old Job Or Similar One Underlined By Selective Service HQ

Just what is a veteran's right to re-employment if he wants to go back to his old job? Does he get the actual job back, or does he just get some sort of seniority status or preference for such a job when, as and if it becomes available?

The national headquarters of the Selective Service System, responsible for aiding veterans to avail themselves of their lawful reemployment rights, recently buttoned the matter down with this clarifying statement:

The returning veteran who meets all the requirements of the Selective Training and Service Act has an *absolute* right of reinstatement in his former position or in a substantially similar position.

National headquarters thus interprets the act as restoring the veteran to his old job and not merely restoring his "job rights" or "seniority status" in accordance with some system of relative employee status existing in his employer's business.

The only conditions affecting his right to reinstatement are those specifically enumerated in the Selective Training and Service Act:

(1) He must have received a certificate of satisfactory service in the armed forces.

(2) He must still be qualified to perform the duties of his position.

(3) He must make timely application for reinstatement (i.e., within 90 days of his discharge or release from the armed forces).

(4) His restoration to his job must not be unreasonable or impossible because of the employer's changed circumstances.

(Note: If several men in succession have held the same job before leaving to enter the armed forces, that's still one "job" and the employer is obligated to re-hire only the first one to leave, not all those who followed him during the war.)

To the argument that the veteran is entitled only to some form of seniority status, with credit given for his time spent in the service, Selective Service answers: this was not the intent of the Congress in passing the law.

"The proponents of seniority as a requirement for reinstatement ask that the veteran be returned to the same rights (be given the same 'position') he would have had if he had not entered the armed forces.

"The contradiction which this suggestion overlooks is that the only reason the veteran is entitled to any rights is because he *did* enter the armed forces.

"To say that he has no greater rights than if he had never left to render military service is to nullify the effect of the statute and disregard its express terms."

In other words: P.S., he gets the job.

Incidentally, although any veteran who encountered trouble in getting his old job back would be entitled to help from his Selective Service Board and, if necessary, the free help of the U. S. district attorney, the odds are overwhelmingly against his needing it. Selective Service reports that there have been "very few cases at all" where veterans have reported difficulty.

Flight Jacket (MCAS, Santa Ana, Calif.)

"Critical food shortage hits enemy civilians. Hon. spy reports 'No bread with one meatball.'"

Deaths from Wood Alcohol Bring Warning by BuMed

A sharp increase in the number of deaths, blindness and other disabilities has occurred during 1944 as a result of Navy and Marine Corps personnel drinking methyl (wood) alcohol. In view of the extremely poisonous character of methyl alcohol and the tendency for personnel to confuse it with ethyl (grain) alcohol, BuMed has directed that a vigorous effort be made to prevent wood-alcohol poisonings.

Deaths have been reported from the Pacific, where personnel have drunk Japanese wood alcohol, the containers for which either were labeled only in Japanese or may have been deliberately mislabeled in English in an effort to kill servicemen. Personnel are cautioned that under no circumstances should such material be taken internally.

Wood alcohol (commonly used as duplicator fluid, "canned heat," paint thinner, cleaner and antifreeze) has a color, odor and taste similar to grain alcohol and is so poisonous that from one to five ounces, if taken internally, can cause death, and one-half to two ounces can cause permanent blindness.

In addition to being swallowed, wood alcohol may also enter the body by inhalation of the vapor and by absorption through the skin. Personnel are cautioned that in handling wood alcohol they should avoid breathing heavy concentrations of the vapor and permitting contact with the skin.

For details see BuMed letter dated 19 April 1945 (NDB, 30 April, 45-430).

Reserve Radio Technicians Going into Regular Navy to Get Reenlistment Allowance

Radio technician and aviation radio technician ratings in the Naval Reserve, for whom discharge was recently authorized to permit immediate four-year reenlistment in the regular Navy (see April 1945 issue, p. 75), are eligible for reenlistment allowance, as pointed out by Alnav 88-45 (NDB, 15 May, 45-474).

Under provisions contained in BuS&A manual, Art. 2143-3(e)(1)(b), men in the first three pay grades (CPO, PO1c and PO2c) are entitled to $50 for each *full year* of continuous active service in the Naval Reserve served during the reserve enlistment immediately prior to discharge. The reenlistment allowance is not permitted for any period of continuous active service of less than one year.

Other enlisted personnel (fourth through seventh pay grades) are entitled to $25 reenlistment allowance under the same conditions.

The permanent grade a man held at time of discharge, and not a temporary grade which he held and to which he is restored immediately after reenlistment, determines whether his allowance will be at the rate of $50 or $25 for each full year of service. Alnav 40-45 (NDB, 15 March, 45-227) which provided for the discharge of RT and ART reservists, states that reenlistments in the regular Navy are to be in the *permanent* rate held at the time of discharge, with authority granted for immediate advancement to the *temporary* rate held at the time when the discharge was granted.

This would mean, for instance, that a man who held a permanent rate of RT3c, but who was an RT2c (temporary) at the time of discharge, would draw only $25 for each full year of service, since his permanent rank is within the fourth pay grade.

COs to Hold Up Promotions Of Officers Not Qualified

Because instances have been noted where commanding officers under authority of Alnavs or Circular Letters have promoted officers for whom they have submitted unfavorable fitness reports covering the period just prior to promotion or where other evidence clearly indicates the officers' unfitness for promotion, BuPers has informed COs that promotions should be held up for officers whom they do not believe are fully qualified for an increase in rank.

Promotions by Alnavs are not to be considered as automatic, states BuPers Circ. Ltr. 114-45 (NDB, 30 April, 45-440), and the degree to which the Navy promotional system functions best depends largely on the knowledge which a CO has of officers under his command. Where promotions are held up, BuPers must be promptly notified.

Eligibility for Flight Pay Broadened by Redefinition Of Term 'Flying Officer'

All officers who hold a designation as naval aviation observer and who are on duty involving flying, including between 700 and 800 Naval Aviation Observers (Navigation) are made eligible to receive flight pay—an additional amount of 50% of base pay—under a redefinition of "flying officer" made possible by a recent decision of the Comptroller General (B-13727 dated 28 Feb. 1945) and announced to the naval service by Alnav 78-45 (NDB, 30 April, 45-414).

Following is the revised definition:

"A flying officer is an officer or warrant officer who has received a designation as naval aviator or student naval aviator. In time of war the term flying officer shall also include an officer or warrant officer who has rereceived an aeronautical designation as aviation observer. During the present war and for six months following the termination thereof the term flying officer shall also include flight surgeons."

Officers designated as aviation observers, however, are not entitled to pay as flying officers until they receive and enter upon duty under their modified orders, which are to be issued in accordance with Alnav No. 78. Such modified orders will be issued only where the officer concerned is required to participate regularly and frequently in aerial flight.

Officers who remain under orders involving flying as *technical observers* are considered non-flying officers, as previously, and therefore not eligible to receive flight pay.

The rules under which aviation observers are eligible for flight pay, as stated in Executive Order 9195 (para. 3 and 10), are: that such officers in one calendar month make at least 10 or more flights totaling at least three hours, or be in the air at least four hours; that during two consecutive months they make 20 or more flights totaling at least six hours, or be in the air at least eight hours; or in three consecutive months make 30 or more flights totaling at least nine hours, or be in the air for at least 12 hours.

The directive does not affect enlisted personnel, since those with flight orders are already eligible to receive the 50% flight pay.

Ceiling Price Set for Officer And CPO Twill Uniforms

Because of the scarcity of 8.2-oz. chino cloth, a 7.7 cotton twill has been approved for use in the manufacture of officer and CPO gray summer uniforms. This is the same type of material, dyed gray, used in making enlisted mens' white uniforms. The ceiling price, as established by OPA on 7 May 1945, is $15.08 (blouse, $10.31 and trousers, $4.77). The ceiling price in effect since 10 May 1943 for chino uniforms is $15.38 (blouse, $10.50 and trousers, $4.88).

VOTING INFORMATION

Under recently enacted legislation, servicemen from Georgia (18 years of age as of 7 Aug. 1945) will be permitted to vote on the ratification of a new state constitution. Under present plans, a summary of the principal provisions of the proposed Georgia constitution will be forwarded to servicemen who apply for a ballot. The latest available information on elections at which servicemen will be permitted to vote by state absentee ballot is as follows:

GEORGIA

A *general* statewide election to ratify or reject a proposed new state constitution will be held on 7 Aug. 1945. Eligible servicemen (18 years of age or over, as of 7 Aug. 1945) may vote by a special absentee military ballot. Absentee civilians may vote only through regular absentee balloting procedure. Postcard application for ballot, USWBC Form No. 1, will be accepted by election officials at any time. Ballots on the proposed state constitution will be mailed as soon as available. The executed ballot must be received by election officials by 7 Aug. 1945.

MICHIGAN

A municipal *primary* election will be held in the city of Detroit on 7 Aug. 1945. Candidates to be chosen at this election will be: Mayor, City Clerk, City Treasurer, Councilmen, and Constables. Eligible servicemen, members of the merchant marine, and certain attached civilians may vote in this primary election. Postcard applications for ballots (USWBC Form No. 1) will be accepted at any time. Ballots will be mailed by local election officials about 29 May 1945. In order to be counted, executed ballots must be received by local election officials by 7 Aug. 1945. Inasmuch as the primary election is a nonpartisan election, it will not be necessary for servicemen to fill in Item 6 (choice of party) on USWBC Form No. 1.

NEW JERSEY

A state *primary* election will be held on 12 June 1945. State officers, including members of the General Assembly in all counties, State Senators in certain counties and county officers will be selected. All servicemen, members of the merchant marine and certain attached civilians, otherwise eligible, may vote in the above named election. Postcard applications for absentee ballots will be accepted at any time. Executed ballots must be in the hands of appropriate officials by election date to be counted. IN APPLYING FOR ANY PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (Item No. 6 on postcard).

OHIO

A *primary* election will be held in most cities throughout the state on 31 July 1945. Candidates to be chosen at this election will be municipal officers for cities and villages.

Eligible servicemen, members of the merchant marine and certain attached civilians may vote in this primary election. Postcard applications for ballots will be accepted from servicemen and from members of the merchant marine and certain attached civilians. Relatives may also apply for ballots to be mailed to servicemen. Applications for ballots will be accepted at any time and will be mailed to servicemen about 1 June 1945. Executed ballots must be received by local election officials by 31 July 1945 to be counted. Ballots may be marked with pen, pencil or any other writing instrument. IN APPLYING FOR A PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (Item No. 6 on the postcard).

OREGON

A *special statewide referendum* will be held throughout the state of Oregon on 22 June 1945 on the two tax measures:

(1) Authorization for a five-mill property tax for the next two years to be used for the construction of buildings for state institutions of higher learning, and state institutional buildings and the authorization of the use of surplus income tax revenue to offset this property tax.

(2) Authorization to levy a two-cents-per-package tax on cigarettes. The money received from this tax is to be used for elementary schools.

Eligible servicemen, members of the merchant marine and certain attached civilians will be permitted to vote on the two tax measures by absentee ballot under a specially adopted state procedure. The postcard application (USWBC Form No. 1) will be accepted by state officials as an application for a ballot and may be mailed at any time. Ballots on the tax measures will be mailed to prospective voters on 28 April 1945, and the executed ballot must be received by *16 June* in order to be counted. Prospective voters should indicate on postcard application their desire for a ballot in the special election.

PENNSYLVANIA

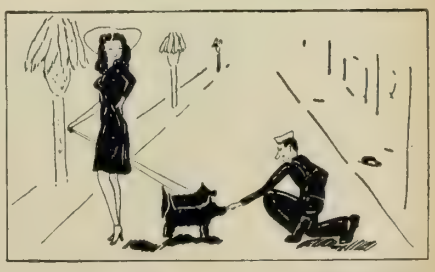
A *primary* election will be held throughout the state on 19 June 1945. Candidates to be chosen at this election will be: two judges of the State Superior Court, and municipal and county officials throughout the state.

Eligible servicemen, members of the merchant marine and certain attached civilians may vote in this primary election. Ballots will not be mailed automatically or on application of a friend or relative, as in the general election of 7 Nov. 1944, but voters must make individual application for a ballot. Postcard applications for ballots will be accepted from servicemen and from members of the merchant marine and from certain attached civilians. Applications may be mailed at any time. Executed ballots must be received by the County Board of Elections not later than 26 June 1945 in order to be counted. IN APPLYING FOR A PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (Item No. 6 on postcard).

VIRGINIA

A Democratic *primary* election will be held throughout the state on 7 Aug. 1945. Candidates to be chosen at this primary will be: Governor, Lt. Governor, Attorney General, Members of the House of Delegates, and certain local officers.

Eligible servicemen may vote in this Democratic primary election. Merchant marine and attached civilians serving with the armed forces will not be permitted to vote under the special absentee voting procedure recently enacted by Virginia. Postcard applications for ballots (USWBC Form No. 1) will be accepted from servicemen and will be received at any time. Relatives may also apply for ballots to be mailed to servicemen. Executed ballots must be received by election officials by *4 August* in order to be counted. IN APPLYING FOR ANY PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (Item No. 6 on postcard).



Bull Horn (USS Matanikau)

First scottie to second scottie: "This is what is known in the Navy as 'a preliminary operation prior to establishment of a permanent beachhead.'"

FANTAIL FORUM

QUESTION: If you had it to do over again, what rate would you strike for?

WILLIAM N. DARR, BM1c, Waynesville, N. C.: "I've been both a quartermaster and a boatswain's mate and I wouldn't be anything else but one of them. And if I had to choose between 'em, I think I'd take quartermaster. It's more interesting, I think. You see, as a quartermaster you've got to know just about as much seamanship as a boatswain and you combine most of a boatswain's duties with your quartermaster duties."

MAXIE R. CUNNINGHAM, RT1c, Paragould, Ark.: "I'd still be what I am—a radio technician. I've been a radioman most of the time I've been in the Navy—haven't had this particular rate very long. But I've had it long enough to know that it's the one for me. I like the rate because the work you do is pretty important, for one thing, and, for another, it's mighty interesting. It doesn't ever get monotonous, what with new problems coming up all the time and new equipment being turned out almost daily."

CHARLES W. O'NEILL, AMM3c, Youngstown, Ohio: "The life of a yeoman, that's for me. Why? Well, you get more liberty; you're in on all the deals that come off; you're always in on the know about what's going on and what's coming up; there's quicker advancement, and, boy, you only work eight hours a day—and all of it sitting down!"

ROBERT P. GAMAGE, CM1c, Washington, D. C.: "I think I'd do best as a storekeeper. It's the type of work I did on the outside before I came into the Navy. I used to audit for warehouses. I'm sure I would be much better off in the Navy if I could have been a storekeeper rather than a carpenter's mate. Why? That's simple . . . because I'm not a carpenter."

JOSEPH J. RIESELMAN, SK1c, Baltimore, Md.: "Perfectly satisfied with my rating. I couldn't have hit a more suitable one. The only thing I'll change it for is: civilian, first class. Storekeeping fits in with my civilian experience. I've been in business for myself for almost 20 years before I came into the Navy and I'm going to continue when I get out. So storekeeping comes natural."

RAINES C. HAYES, FC2c, Muleshoe, Tex.: "I'd do it all over again—strike for the same rate I've got. I like the kind of work it calls for. You see I like to tinker around with equipment — and as fire controlman you've got plenty to tinker with. You never really get caught up on your work because there's so much equipment and its so delicate."

HOWARD W. EDWARDS, PhM1c, Cleveland, Ohio: "I'd go for the same one I've got. It's good duty. You have clean surroundings and you get good chow—unless, of course, you get thrown in with some Marine landing party. Then it's pretty tough. I like the work a lot and it's definitely important. You really feel like you're doing something worthwhile when you're in the Hospital Corps."

R. V. MURRAY, B3c, Louisville, Ky.: "That's a good question . . and I'm the guy to answer it. I'm way out of my line. Boilermaker? . . . What am I doing being a boilermaker? What I'd like to be doing is welfare and recreation work. That's my field. I don't know what the rate would be, but I suppose it would be one of the specialists' rates like 'A' or 'X'. My interest in life has been the theatrical and entertainment business; I'd like to make it my full-time work."

● FRONT COVER (above): Stars and Stripes fly over the Third Reich's swastika flag, on the captured Nazi U-boat 505, symbolic of the Navy's triumph over German sub offensives in the Atlantic, a large contributing factor to final victory in Europe. Captain Daniel V. Gallery, USN, commander of the task group that made the capture (see picture story on pages 12 to 15) on 4 June 1944, looks down from the conning tower of his prize, the first taken by a Navy boarding party since 1815 (Official U. S. Navy photograph).

● INSIDE FRONT COVER: Navy landing craft plaster Tarakan Island, off Borneo, with rockets, preparing the way for landings by Australian troops (Official U. S. Navy photograph).

● OPPOSITE PAGE: A Coast Guard helicopter lands on a frozen Labrador lake, bringing in a plane crash victim from the wilds 32 miles away. The crash marooned 11 Royal Canadian Air Force flyers. The helicopter flew them out one at a time. For the rescue mission the helicopter was dismantled in New York and flown to Goose Bay, Labrador, by an Army transport plane (Official U. S. Coast Guard photograph).

ALL HANDS DISTRIBUTION

By BuPers Circular Letter No. 162-43 (appearing as 43-1362 in the cumulative edition of Navy Department Bulletin) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly.

Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of four copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

FOR PERSONAL COPIES, SEE PAGE 1.

WINDMILL RESCUE

. . . and now
BERLIN
ROME
TOKYO
3rd base and home!

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

JULY 1945

This magazine is intended for 10 readers. All should see it as soon as possible.

PASS THIS COPY ALONG

HELLDIVER HEADS HOME

FOR THOSE WHO FELL

References made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, the Bureau of Naval Personnel Information Bulletin.

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JULY 1945 NAVPERS-O NUMBER 340

VICE ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel
REAR ADMIRAL WILLIAM M. FECHTELER, USN
The Assistant Chief of Naval Personnel

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THIS MONTH'S COVERS

- FRONT COVER: A Navy Helldiver, winging home from a Pacific mission, banks sharply over its flattop home. Soon the SB2C will be nestling with the other planes spotted on the carrier's flight deck (Official U. S. Navy photograph).
- AT LEFT: Amid the ominous smoke of battle on Ie Shima off Okinawa, a priest says mass and Yank fighters offer prayers for fallen comrades (Official U. S. Coast Guard photograph).
- INSIDE BACK COVER: Off Okinawa an American battleship takes on ammunition from an LST, getting ready to support ground troops with bombardments (Official U. S. Navy photograph).
- BACK COVER: Based on an official Navy war bond poster.

PASS THIS COPY ALONG
IT IS FOR 10 READERS

13 RUGGED OLD LADIES

By Tom Bernard, Sp(X)1c

OUT of the mud and degradation of Pearl Harbor has come a fleet of nautical ghosts which today hammers with unremitting fury the little men who devised and executed the opening attack of the Pacific war. From Normandy to Leyte, from Kiska to the Solomons, this fleet of shadows has returned to haunt the high command which believed it had murdered and buried forever the seapower of a mighty nation.

To the men of the old Navy the names of the ghost ships are synonymous with unglamorous cruises to places where there was war, but for them no fighting. To Vera Cruz, Scapa Flow, the North Atlantic, the Firth of Forth; dull years of battle stations without battle. Today's youngsters know a different life, one jammed with violent give-and-take combat in major sea actions like Surigao Strait, in vital amphibious landings like Normandy and Iwo Jima.

Of the 17 battleships that formed the backbone of our fleet on that dreadful morning in December 1941, 15 had been built or designed during World War I or before. And of those 15 old ladies, eight were anchored peacefully in Pearl Harbor. A few hours after the Japs attacked four were on the bottom, one one was beached and three more were damaged — though six of the eight would fight again. Of the other seven, one was in a West Coast port, one in Iceland, the remaining five in East Coast ports or in the Atlantic.

By modern standards even the whole ones were hopelessly outmoded. The youngest of the 13—USS West Virginia—was 20 years old. And the oldest—USS *Arkansas*—was commissioned in 1911. Not a hopeful picture for a Navy faced with the task of first recovering the initiative, then reconquering lost islands and, finally, pushing back an enemy which had spread its empire over uncounted millions of miles of ocean.

The battlewagons had only their huge main batteries with which to fight. And there was a reluctance to use them after the fate of the British *Prince of Wales* and *Repulse*, sunk by Jap planes in the South China Sea. "Janes' Fighting Ships," unofficial but accepted bible of the world's war vessels, stated in its 1942 edition that neither the *New York* nor the *Texas*, undamaged at Pearl, was "reckoned effective for war purposes."

Most of the ships had been modernized during the dull days between wars. Their cage masts were replaced by tripods. Later, accurate, powerful five-inch dual purpose guns, twin and quad mounts of .40s and .20s gave them defense against air attack. Their fire-control systems were improved, their engine and boiler rooms refitted, their navigating and detecting devices brought up to modern-day efficiency.

There had to be a testing ground for these ships in this new kind of war. Never had any of their guns blazed in actual combat except during the brief, inglorious interlude at Pearl when the AA guns of some destroyed attacking Jap planes. The Aleutians were selected for the test.

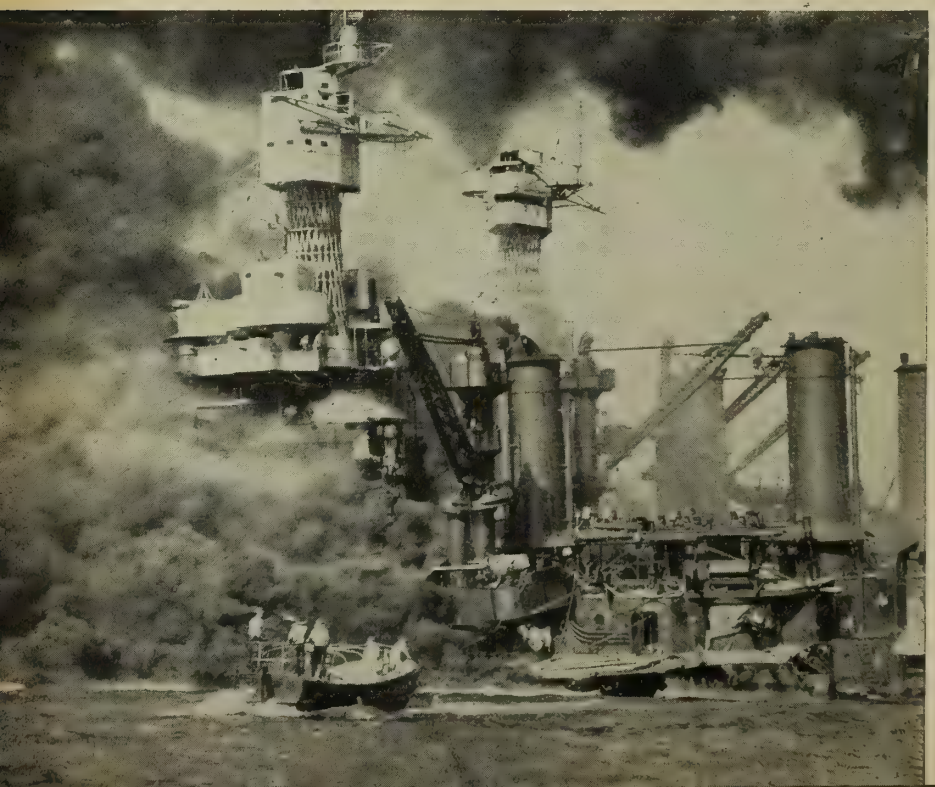
The Test

New Mexico, Idaho, Nevada and *Pennsylvania*, the latter two damaged at Pearl, sallied forth on the softening-up job. Their 14-inch gun batteries alert, they poked through heavy weather into Holz and Massacre Bays off Attu. Before the doughboys went ashore the big guns opened up in a pulverizing bombardment on enemy gun and troop positions, effectively neutralizing them and easing the way for the

REVENGE has been exacted by old

PEARL HARBOR was intended by Japs to be graveyard of fleet's old battlewagons. Below, West Virginia and Tennessee burned side by side after attack.

Official U. S. Navy photograph



Official U. S. Marine Corps photograph

›m Attu to Okinawa (above) at which a New Mexico class BB is hurling a broadside. In distance is Maryland class BB.

infantry to land. A month later the *Pennsylvania, New Mexico* and *Idaho* were joined by the *Mississippi* and *Tennessee* for the assault on Kiska. Although Jap opposition was negligible, the five old wagons laid shell after shell on their targets, eliminating whatever guns had been on the island.

In blasting the Japs, the old battlewagons also blasted a theory which had been prevalent since the early part of the century in some naval and military circles. Before a House Naval Affairs Committee in 1916 an admiral testified:

"This war has conclusively demonstrated what every military strategist knew before——that it is impossible for sea craft to successfully attack land fortifications." Others echoed him later.

Although pro and con arguments were many since the admiral spoke, no one ever proved that he was wrong until Attu. No one, after the record established by these old battleships throughout the world since, will ever agree with him again.

The "old ladies" were definitely not the old-fashioned kind, as many people contended, who would lift their skirts and skitter away at the first sign of trouble. Rather, they liked it. For, old and lumbering as they were, they still packed dynamic punches in the barrels of their heavy guns, and never before had they had a chance to demonstrate to the world the strength that had been built into them so many years before.

Without a Shot

Back in 1914 when a war with Mexico seemed imminent, a fleet that even in these days could scare hell out of a sizable enemy force, steamed into Vera Cruz harbor to quell an uprising. Among the eight battleships anchored offshore were the *New York, Wyoming* and *Arkansas*, all young and innocent. A few days later the *Texas* steamed full speed into the harbor after interrupting her shakedown.

"What's going on?" her crew asked sailors of other ships. "Are we gonna fight? How soon do we open fire?"

The answer was mighty discouraging.

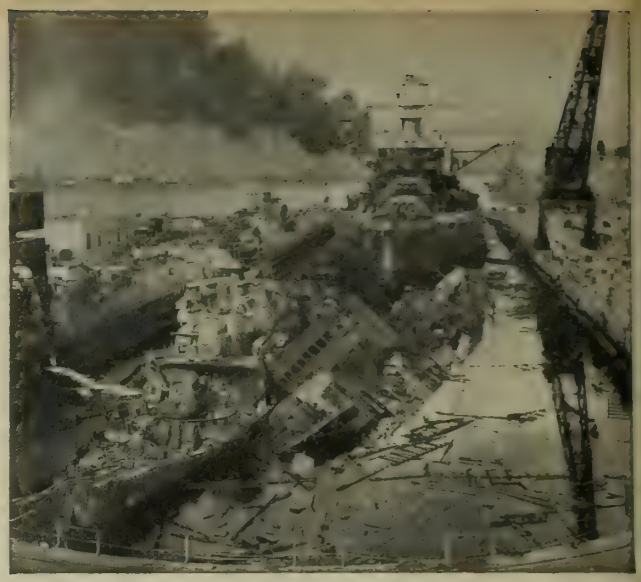
"The Marines went ashore and mopped up in a couple of hours."

It seemed the first full-fledged battleships of the Navy were destined for a fate like that. They missed World War I's only hot naval battle, Jutland, because America had not yet entered the conflict. When they finally arrived in British waters their crews were immeasurably bored with a life of sitting and waiting for action that never came.

Utah, Oklahoma and *Arizona* joined the Royal Navy's English Channel fleet,

Veteran U. S. Battleships Have Learned New Tricks To Become Potent Weapons of Modern Amphib War

NEVADA was beached off Hospital Point when smoke cleared at Pearl Harbor, yet she fought at Normandy.



PENNSYLVANIA suffered relatively light damage at Pearl, escaping the fate of the DDs Downes and Cassin nearby.

helping to blockade the coast of the continent. *New York, Texas, Arkansas* and *Wyoming* became part of the British Home Fleet operating out of but mostly in Scapa Flow and the Firth of Forth. They participated in target shoots along with British battlewagons and scored impressive records. They put out to sea on reports that the German Grand Fleet was out and attempting to run the blockade. They dodged a few torpedoes from enemy submarines and watched their paravanes slash the waters of the North Sea in search of submerged mines.

But the destroyers dropped the depth charges and did whatever attacking was to be done. And the infantry, the artillery and the fledgling air forces got credit for winning the war. Only when the German Grand Fleet steamed ignominiously between their lines back to Scapa Flow and surrender did they realize that their tiresome, persistent presence had helped toward victory.

Despite their long years of world cruises and refitting between wars, the first battleground for three of the recorseted old ladies was that same Atlantic in which they had sought action 25 years before. *New York, Arkansas* and *Texas* sailed from American East Coast ports in company with troopships, carriers, cruisers and destroyers. They were ready for the first major amphibious landing which would wrest back the first territory from the Axis.

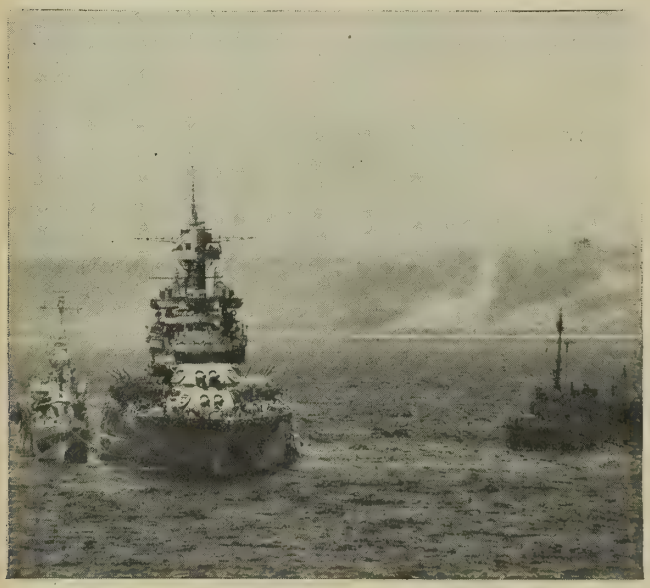
North Africa was the objective. Moving in close with the USS *Philadelphia*, the *New York* lobbed her 14-inch projectiles into fire-control and rangefinder apparatus and heavy guns of the *Batterie Railleuse* protecting Safi harbor. The battery was put out of action.

Meanwhile, the *Texas* was shelling Mehdia, near Casablanca, disrupting transport and blasting an ammo dump.

Arrangements had been secretly made with French garrisons beforehand so that the French put up only a token resistance in most places. But it gave the crews of the old battleships their first taste of war and prepared them for greater combat yet to come.

The true test of their ability to support amphibious operations came in June 1944 when *Arkansas, Texas* and *Nevada*, the latter damaged at Pearl Harbor, moved slowly up to the beaches of Normany astern a line of DDs.

For many minutes after the cruisers and destroyers started dueling with heavy German shore batteries, the battleships' heavy guns were silent. Then they opened fire on prearranged targets, sending their shells shrieking

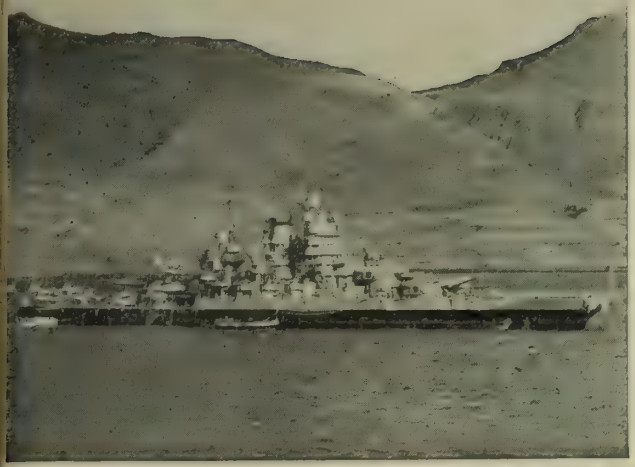


Official U. S. Navy photographs

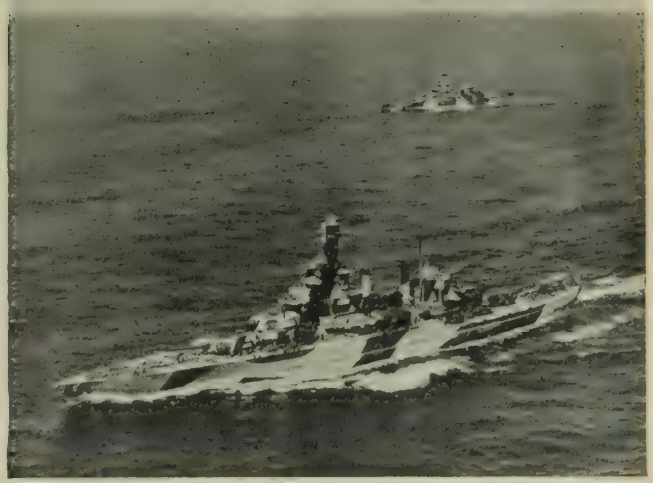
COLORADO helped in the job of reducing Saipan. As she lays to, phosphorus shells burst on shore in background.

Official U. S. Marine Corps photograph

TEXAS took wounded Rangers aboard off Normandy. She was hit twice in a duel with Nazi batteries at Cherbourg.



)AHO was among the BBs that softened Attu and Kiska, esting grounds for the old ladies in the new-type war.



MARYLAND, of youngest class of old ladies, is shown as she appears today. With her is sister ship Colorado.

horeward over the lighter vessels. As n the African operation each ship had pecific targets to neutralize before H our. The "Arky" blasted casemated uns near Les Moulins and Ste. Honorne des Pertes and other stationary target near Port en Bessin. The *Texas'* irst target was a battery of casemated uns atop Point du Hoe, a prominence overing the Ohama beachhead from he west. Rangers were to scale du Hoe's cliffs and wipe out the guns' rews. The *Texas* plastered the emplacements before H hour, turned to argets of opportunity behind the eaches while the Rangers went into ction. Then she turned her attention o machinegun emplacements hidden in winding draw and an antiaircraft attery near Vierville sur Mer. Meanvhile the *Nevada* was hammering way at similar targets on Utah beach.

The surprised and routed Germans on the immediate beach defenses retreated inland. Tactically they were defeated only momentarily. They still had artillery with which they could bludgeon the great mass of men and materiel concentrated on the shores. From the rear, columns of enemy tanks, self-propelled guns and mobile mortars moved toward the sea. They had a 50-50 chance to push back the invaders.

But they reckoned without something new in sea-borne artillery. From their experience, warships at sea could fire at and hit only targets of opportunity visible from fire-control towers.

Yankee ingenuity ended that idea. In the first few waves of assault infantrymen to hit the beach were Shore Fire Control Parties, composed of one naval officer, one Army officer and 12 Army enlisted men. Each of these parties was attached to an infantry regiment. All were skilled in radio communications, map reading, naval gunnery. Each party was equipped with maps duplicating those of gunnery officers on the ships.

As the assault troops advanced from the beach, running into opposition, the fire-control parties went ahead with them. From shore to ship the radio would signal:

"Dog Easy Queen . . . this is Roger Mike Jig . . . I have a message for you . . . target at (here map coordinates were given) . . . enemy pillbox . . . close supporting fire . . . commence fire immediately . . ."

The old battlewagons' guns would roar. The pillbox would crumble under direct hits. The infantry would advance again.

During the early days of the Normandy landings the *Nevada* knocked out nine enemy tanks in one engage-

NEW YORK lashed out at Iwo Jima with her big guns. Once Hirohito visited her. Now she may return the visit.

Official U. S. Navy photographs

TENNESSEE, shown at Iwo, lost her cage masts in post-Pearl Harbor revamping and looks like a brand-new ship.

14-INCH GUNS of a veteran battleship, their linings worn out from firing, are replaced by guns with new linings at the Bremerton Navy Yard, Washington.

ment with shore-directed fire. The *Texas* leveled the center of the town of Isigny, command post for Germans defending the left flank. The *Arkansas* knocked out a railroad train, several gun emplacements in the rear and broke up several tank and infantry counterattacks.

Nineteen days after D day, the three old ladies took on their most hazardous assignment.

Duel at Cherbourg

Infantry had broken through stubborn German defenses near St. Lo and swept to the right up the Cherbourg Peninsula. From the land it was a tough task. Cherbourg was one of the best-defended ports on the continent. Scores of big guns guarded the harbor approaches. Others had been turned inland facing advancing U. S. troops.

Steaming at high speed off Cherbourg behind a smokescreen, the *Arkansas*, *Nevada* and *Texas* began pounding away at the guns and the town. Their opponents turned out to be the most formidable yet. Only quick maneuvering saved the *Nevada*. She was straddled 27 times during five shooting missions. The *Arkansas* also escaped damage but only after 280-mm. shore guns had dropped several heavy shells near her. *Texas* was not so lucky. Her guns boomed in unison with *Arkansas* and *Nevada* but she was straddled by the third salvo from enemy guns. During the three-hour engagement she was hit twice by heavy shells and had to fight two fires.

After Normandy and Cherbourg the three old battleships sailed down to the Mediterranean and there assisted in the landings in southern France.

Field Marshal von Rundstedt, commander of German armies in the west at the time of Normandy, admitted, after his capture, that American naval gunfire had penetrated far inland and made it impossible to bring up reserves in time to repel invading forces.

In the Gilberts and the Marshalls the ships the Japs believed they had sunk sailed close off shore, pouring their high explosives on every enemy installation likely to oppose landing troops.

At Tarawa and Makin in November 1943 a mighty task force prepared the way for the Marines. In that force were seven of the old ladies—*Tennessee, Colorado, Maryland, Pennsylvania, Mississippi, New Mexico* and *Idaho*. Two months later the same fleet moved into the Marshalls, pummeling the islands before and during the first landing on Kwajalein, 31 Jan. 1944.

But the real job was yet to come. Advances had been made, true, but American forces were still far from being within adequate striking distance of the Japanese homeland.

In the summer of 1944 the increased power of the Navy began to gain momentum. The pace was stepped up. American forces leaped thousands of miles nearer Japan with the invasion and conquest of the Marianas—Saipan, Guam, Tinian.

Two of the venerable battleships—*Tennessee* and *Pennsylvania* — added another valorous chapter to a tradition of gallant teamwork which started in the Aleutians. The *Tenn-Penn* combination previously had worked together in the Gilberts and the Marshalls. In the Marianas they labored like the old war horses they had now become.

Both the *Tennessee* and *Pennsylvania* shuttled back and forth between the three islands during the entire Marianas campaign. Sometimes they softened up islands not yet invaded. Then they would dash over to another island and pound stubborn Japs holding up a Marine advance.

On Guam alone the *Pennsylvania's* guns destroyed 15 planes on the ground; six large guns; eight medium guns; three five-inch guns; a dozen machine guns; 19 dual-purpose guns; two coastal-defense guns; eight large antiaircraft guns; four twin mounts; nine heavy antiaircraft guns; a dozen three-inch guns; two anti-boat guns and numerous mortars and field artillery. During one period her guns fired at the Japs for 16 consecutive days.

After the Marianas campaign the *Tenn-Penn* team was assigned to a carrier task force which was to carry the war eventually even closer to the Nipponese homeland. On 6 September they started pumping shells into the Palaus while carrier planes tore at airstrips and guns and Japs. For nine days they worked the islands over. Then the troops went ashore. The *Pennsylvania* alone hurled 900 rounds of 14-inch projectiles from her blazing rifle barrels on the two islands.

With landing after landing going into their logs, the old but still mighty wagons were becoming as proficient with their guns as small boys with

Official U. S. Navy photographs

BB FORMATIONS, common sight in peactime newsreels (left and above), weren't just movie acting, but rehearsals for operations like Lingayen Gulf

sling shots. When the big show came along there were five of them on hand to lend support to the carriers, cruisers, destroyers and new battleships.

The *Pennsylvania-Tennessee* team was part of the fleet which steamed off the Philippines and, on 20 October, they struck. Typically, the *Pennsylvania* was the first battleship to enter Leyte Gulf. Others soon followed, belching their flaming broadsides in an announcement of the Navy's return to a land it had so often visited.

As the liberation of the Philippines progressed and more landings were made, the old ladies helped out with their 14-inchers. But greatest and most gratifying of all was the Surigao Strait action on 25 October when, at long last, they actually engaged an enemy surface force and won.

Up from the south came a powerful Jap force, one of three bent on halting the Navy's Philippine action. Two Jap battleships, one heavy cruiser and four destroyers headed toward Surigao Strait. PT boats feinted first with torpedoes. The enemy came on. U. S. destroyers moved in to attack. The Japs kept coming at 20 knots. Then the cruisers and the battleships—*West Virginia, Maryland, Tenessee, California* and *Pennsylvania*—opened fire. The Jap fleet staggered, slowed to 12 knots under the massed American fire. It was too much for the Japs. Shell after shell scored direct hits on every unit. They tried to turn and run for it. Only one cruiser, later sunk by planes, and one destroyer made it. The rest went down.

During the Lingayen Gulf landings on Luzon, early this year, the old ladies again put in their heavy licks. It was there that a Jap bomb struck the port navigating bridge of the *New Mexico*, killing her skipper, Capt. Robert Fleming, USN, and 29 others. Still the valiant battleship fought on until the beaches were secured five days later.

Closing the Range

If the old ships never fired another shot or steamed another mile they had more than repaid the Navy for their initial cost and their upkeep during all the years of peace. But on they drove, closer and closer to Japan. On 19 February six of them—*Tennessee, New York, Texas, Nevada, Arkansas* and *Idaho*—stood off Iwo Jima, 625 miles from Tokyo. For the entire 16 days that the Marines battled through the volcanic ash of the tiny isle, they poured their shells into the Jap defenders.

That they will go on until their guns can plaster the Japs in their own homes there is little doubt. Perhaps the *New York* should have the honor of firing first.

On 3 Nov. 1918 a suave, distinguished visitor boarded the *New York* in Scapa Flow. The visitor was accorded all the honors of royalty, for he was, after all, a royal prince—Hirohito, son of the Emperor of Japan. The inspection was brief but formal, more important diplomatically than for any other reason.

The *New York* would like to repay that visit. And her crew would like to make it a long one and no more formal than the Japs can manage with 14-inch shells dropping in their midst.

CALIFORNIA is good example of the faceliftings the fleet's old ladies have undergone. Above is way she looked in 1921, a month after commissioning.

Official U. S. Navy photographs

BOMBED and torpedoed at Pearl Harbor (above) she settled in the mud. In rebuilding, naval architects gave her (below) lines that belie her 26 years.

GUAM NOW

NERVE CENTER of today's assault on Japan is Guam. Little more than a year ago it was in Jap hands. The 206-square-mile dot in the Pacific was the first U. S. territory lost in the war. It was easy pickings for the Japs as they moved in on 10 Dec. 1941, following up their blow at Pearl Harbor. But the rising sun flew over the island only two and a half years. This month we mark the first anniversary of the Yanks' return on 20 July 1944 and their annihilation of the Jap garrison in a bloody 20-day campaign. In the course of the year, the once unfortified clipper stop has grown into a mighty base. Since 28 January Fleet Admiral Nimitz has directed operations in the Pacific from advance headquarters on Guam. And from there and neighboring Saipan and Tinian, also taken a year ago, B-29s have been striking at the heart of Japan. What all this has meant for 22,000 Guam natives is typified by the youngsters shown here playing baseball in the shadow of the flag.

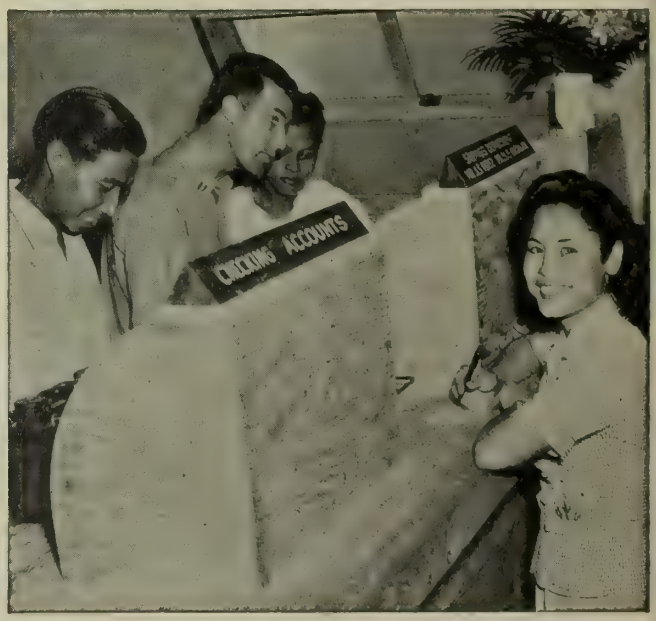
OWL'S EYE VIEW of Guam looks for all the world like a community in California or Florida. Lights twinkle everywhere, a beacon pierces the darkness in upper left and ribbons of light mark the movement of traffic on the roads.

Official U. S. Navy photographs

REBUILDING means many things on Guam. Milk helps rebuild health of wounded (above, left). For this, Guam's livestock was replenished by herds from U. S. (above, right). Other rebuilding is native housing project (below).

HARBOR at Guam is crowded with ships. Once only a trans-Pacific clipper stop, island is now a mighty base, advance headquarters of Commander-in-Chief, Pacific Fleet and Pacific Ocean Areas, and hub of war against Japan.

MARIANAS BEACHES provide the chief recreation of service men and women on Guam, Saipan and Tinian.



Official U. S. Navy photographs

BANK OF GUAM, reestablished with assets of $1,500,000 by the Navy, has helped restore the island's economy.

Official U. S. Army Air Forces photograph

JAPAN-BOUND B-29s take off from Guam as well as neighboring Mariana Islands, Saipan and Tinian. Tinian-based Superfortresses are shown getting a send-off from a Seabee bulldozer driver putting finishing touches on airstrip.

Official U. S. Coast Guard photograph

NOT FORGOTTEN are men who paid for Guam and other Marianas bases with their lives. Here at a Marianas cemetery, sailors salute marines who died a year ago so Guam, Saipan and Tinian might be the bases they are today.

GOOD NEWS ON FILARIASIS

Navy Doctors Find the Disease No Cause for Alarm; Men Recover Unimpaired and Return to Combat Duty

AFTER many months of intensive medical research, the Navy has good news on filariasis, the tropical disease which may produce unsightly swellings, rashes, fever and pain. This affliction is on the way out as a menace to naval personnel.

All the research findings are optimistic and may be summed up simply: infected men are getting better without special treatment.

For months this disease, which frightened many but has yet to claim the life of a single Navy man, inspired dramatic newspaper and magazine articles. And it has been a fertile field for scuttlebut, mainly because it has been confused with elephantiasis, a disease commonly found in natives who have spent a lifetime in infected areas.

In relation to the size of the entire naval establishment, only a comparative handful of men have been infected. Of these, nearly all are on the way back to complete health and will return to useful life—in active duty overseas and at home after the war.

In assessing the disease it is necessary to distinguish carefully between the things filariasis—pronounced: fil-luh-rye-uh-sis—will and will not do. It will impair a man's health for as much as a week at a time. It may recur. It will produce discomfort and a feeling of low spirits. On the other hand, it will not kill. It cannot be caught from another person. It will not permanently injure health. It offers no perils of epidemic to families at home. It does not impair the sexual life of the afflicted man, nor his ability to produce children.

Although the disease is on the way out, it is not to be denied that in the early days of the war in the Pacific it provided vivid causes for fright. When American personnel stationed in infected areas started to catch filariasis not much was known about it.

Lacking the medical knowledge—yet aware of the partial similarity of the symptoms—it was natural for a filariasis patient to take fright whenever he saw a native infected with elephantiasis. He then had no way of knowing that this dread disease could be developed only after years of reinfection, usually from infancy up to the age of about 30.

It is difficult to determine how many Navy men ever caught the disease. Estimates run from 1,000 to 2,000 or more for naval personnel, while Marine infections may have been as high as 10,000.

Mosquitoes Spread Disease

Nearly all of the infections were picked up in the Samoan islands. And all were contracted in the only possible way the disease can be caught, through mosquito bites. The insects would bite an infected native and then transmit the illness by biting. The only insects which could transmit were short-range flyers, and—unlike the anophiles, which transmits malaria—did most of their biting in daytime. A small number of cases turned up in the Philippines and the Solomons.

The mosquito which is the carrier of filariasis has a fancy name—"Wuchereria bancrofti." It is widely found throughout almost all tropical areas in both the eastern and western hemispheres and in many Pacific islands. Current estimates are that it can fly a distance of only about 300 yards. The time which elapses between the mosquito bite and the first outbreak of clinical symptoms varies. The average time is around nine months, although in one case it was as short as one month and in another as long as 25 months.

Symptoms include severe swelling under the arm glands, in the groin, testicles and legs. An average case would have an arm and a leg involved. If the arm were involved a red streak would develop, the colored area moving down from the shoulder. In addition, the patient usually had a low fever, headache and nausea, and chills. The usual treatment was bed rest and aspirin. The illness had all degrees of severity. Some men were completely knocked out. Others often avoided the binnacle list, particularly if their friends were being shipped out and they did not want to be left behind. The sickness lasted a week or so, although some patients were pretty well recovered in four or fi days. Some men had one or tw recurrences 5 or 20. The others had as many as at recurrent general pattern was requency and attacks came with less were successively less ate.

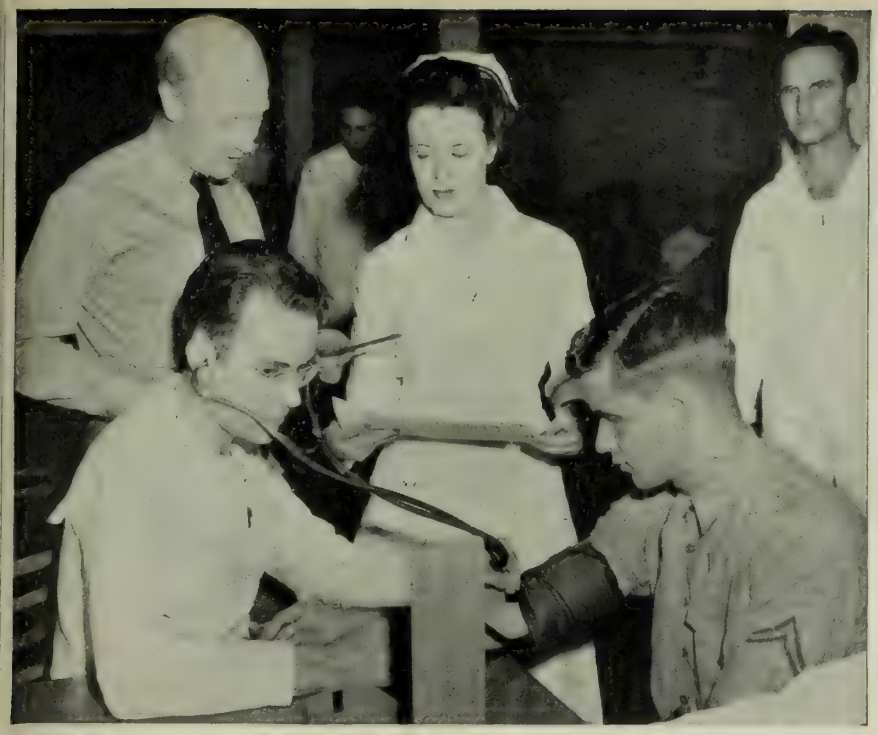
Differs From Elephantiasis

A brief survey of th conditions which produce elephantias s will make clear the difference betwe en this ailment and filariasis. The ative who developed elephantiasis ha l a long history of infection. He w s usually bitten by the carrier mosqu to a few days after birth. Then, day after day —for a period of some 20 or 30 years —he continued to be bitten and was thus constantly reinfected. As a result he acquired a huge amount of infection. The infection produced a vast number of worms in the body. Th worms then died and, intertwining with one another like small tangle pieces of string, turned into hard masses of matter. This matter blocked the lymph glands (located in the armpit, groin, legs and neck). These masses of hardened matter do not block the circulation of the blood, but do result in the stagnation of fluid which causes the swellings.

The difference is that these natives in the areas of infection had piled up huge amounts of infection after a lifetime of exposure whereas our men had only a year or less of exposure and only comparatively light work infections. It is also important to note that while the worms mated with one another and bred in the natives thus further piling up the disease, the Navy has not found a single man wit

Official U. S. Marine Corps photograp

Men back from Pacific learn skiing at Klamath Falls rehabilitation center



Official U. S. Marine Corps photograph

Marine at Klamath Falls gets a physical checkup before going on furlough.

enough infection to produce a second generation of worms in his own body.

Navy research has some very positive things to say on the improbability of the disease spreading in the United States. It is clearly known that there are available mosquito carriers in the United States, but only on a small scale. It has been learned that in order to carry the disease the *Wuchereria bancrofti* must have a mean temperature of 80° F. and an average humidity of 60% or more in order to function. In the United States these conditions prevail only in a relatively small area in the states bordering on the Gulf of Mexico, and in Georgia and South Carolina. Many years ago filariasis did take hold around Charleston, S. C. Yet it did not spread and also failed to maintain itself. Another thing which militates against the spread of the affliction in the United States is the lightness of the infection in our men.

In spite of wide research and experimentation by Navy medical research staffs, no specific treatment for the disease has yet been found. This gives no cause for alarm, however, because all the clinical evidence to date is that patients have been getting better without any drugs or other special treatment.

Klamath Falls Barracks

To tackle the problem head-on BuMed and the Marine Corps set up a joint project at Klamath Falls, Ore. All the patients at this post were Marines, because they had been longer involved and infected in larger numbers than Navy personnel. The post, a Marine barracks, is not a hospital in the usual sense, although all possible hospital facilities and research laboratory resources are there.

The Navy called in one of the country's authorities on tropical medicine, L. T. Coggeshall, of the School of Public Health at the University of Michigan. Capt Coggeshall, now senior medical officer of the post, has supervision of the system which is gradually restoring men to active duty.

Primarily, the post functions not as a convalescent or rehabilitation center, but as a duty station. All emphasis has been shifted from the illness aspect, and to all outward intents the barracks is like any other Marine establishment. Whenever a man has a recurrence of the illness he is of course put on the binnacle list, but only if he is not fit for duty. Even while under treatment, particularly if his outbreak is light, he is kept at some form of light duty, and his confinement to sick bay is kept as short as possible.

Under the program each man finds himself getting graded physical and military training, lectures, and courses in typing, languages and manual arts. When not busy with these routines, the patients put in much time fishing, camping, riding and taking part in organized athletics.

On reporting for duty at this post, each man is given a "screening examination." He gives a full history of his illness and close study is given his itinerary with particular attention to dates of arrival and departure at duty stations. At this point the operation of the post is explained to him and he is given full chance to discuss his ailment, after which he is assured that he will get well and told that he will suffer no permanent defects and that his wife and children will not catch the disease from him. Each man is graded in the light of his condition and is then fitted into the post program. Everyone able gets duty even though it be sedentary. The program is set up on a three-month basis; experience has shown that at the end of that time the average man should be up to almost anything, even combat training if such should be assigned.

The physical activities at the camp give some idea of the extent to which men overcome the ailment. A footnote to this is the fact that the camp football team—made up of "patients"—was one of the best service teams on the West Coast last season. Toward the end of the training period those patients who have made sufficient recovery are sent off on hikes lasting from 10 to 12 days. Those who stand up to this are then given stiff manual-of-arms drills, topped off with half a day on one end of a double-handed crosscut saw. After this the behavior of their hearts is closely studied. A recent specially controlled group was put through this routine and 62% were found to be physically fit to carry on with any duty.

Not to overemphasize the favorable aspects of the course of the disease, it must be admitted that a handful of patients have had recurrent symptoms as much as two years after the start of the illness. Even in these cases, it has been reported that the symptoms have been dying down and recurring at less frequent intervals.

To any who might still have exaggerated fears about the effects of the disease, the Navy has a basic answer: up to 6 June 1945, a total of 2,219 of the "worst" filariasis patients have passed through Klamath Falls, of whom 92% have now been returned to full active duty.

WHAT'S IN A NAME

Chaplain

Although the office of chaplain is one of the most ancient in the world's navies, the word itself does not have a nautical beginning. Saint Martin, French bishop of Tours in the 4th century, unknowingly started it all when he shared his cloak with a naked beggar who was perishing with the cold at the gate of Amiens. His cloak was miraculously preserved and the French carried it to war as a sacred banner. The cloak or chape, as the French called it, was kept in an oratory that became known as the chapelle, while the man charged with its care was called the chapelain. The English monarch Charles I (1625-49) was one of the first to send the clergy to sea. He appointed a chaplain to each ship in the fleet. In our own history chaplains served aboard ships of the Continental Navy during the Revolutionary War. In 1778 the Reverend Benjamin Balch served as chaplain of the frigate "Boston," and in 1780 he served on the "Alliance." His fifth son, William Balch, was the first commissioned chaplain. President John Adams commissioned him in 1799, and in 1800 he was assigned to the frigate "Congress." Later he was transferred to the frigate "Chesapeake."

Official U. S. Navy photographs

IN THE PACIFIC these Seabees get news via CBMU 550's Newspaper. Here circulation manager distributes it.

THE NAVY GOES TO PRESS

Unit Papers, Produced by and for Sailors, Rate Next to Mail and Movies as Morale Builders on Ships and Stations Around the World

ROM Kodiak to Kaneohe Bay, from Norfolk to Namur, ship and station newspapers are Navy men's No. 1 answer to "Whaddya read?"

Ranging from many-paged editions printed on newspaper presses to single-sheet mimeographed issues richer in enthusiasm than appearance, ship and station papers are published on land and sea all over the world, at commands ranging in type from battleships to advance bases, training centers to ATBs, clothing depots to communication offices, convalescent hospitals to cargo ships.

Wherever men of the Navy work and fight, commanding officers find their morale problems lightened by editors or would-be editors who willingly translate to the printed page the humor, the common experiences, the news releases radioed or airmailed to Americans hungry for some word from home.

Next only to mail call and movies in popularity, a Navy man's paper is his most acceptable source of news information, his opportunity for "sounding off," his wartime miniature of the sports page and the funnies to which he was addicted as a civilian.

These papers come out daily, weekly, "irregularly" (like the special Okinawa issue of *Oak Chips* aboard a destroyer) and sometimes only by the grace of God. Close cousins to many a high school or college paper, they range from fledglings nursed by a single yeoman off-duty (but cherished nonetheless by its readers) to large papers managing not only to accomplish their primary purpose, which is to service their readers, but indirectly to attract the best kind of attention to the activities which they serve.

There are "foxhole size" editions, like the *Muzzle Blast* (Naval Air Gunner's School, Miami), the *Mighty "G"* (USS *Guam*), the *Descending Line* (NTS (Salvage), New York) and the *Turtle* (USS *Bushnell*). There are big sheets like the *Bulletin* (NTC Great Lakes), the *Hoist* (NTC, San Diego), and the *Mainsheet* (NTC, Bainbridge), whose combined circulations equal the population of cities like Sacramento, Calif., or Mobile, Ala., or Phoenix, Ariz.

And there are hundreds of "in betweens," the edited radio digests with a cartoon or joke dropped in to fill up a column, the big ship dailies that serve up the news in time for the early mess-line trade.

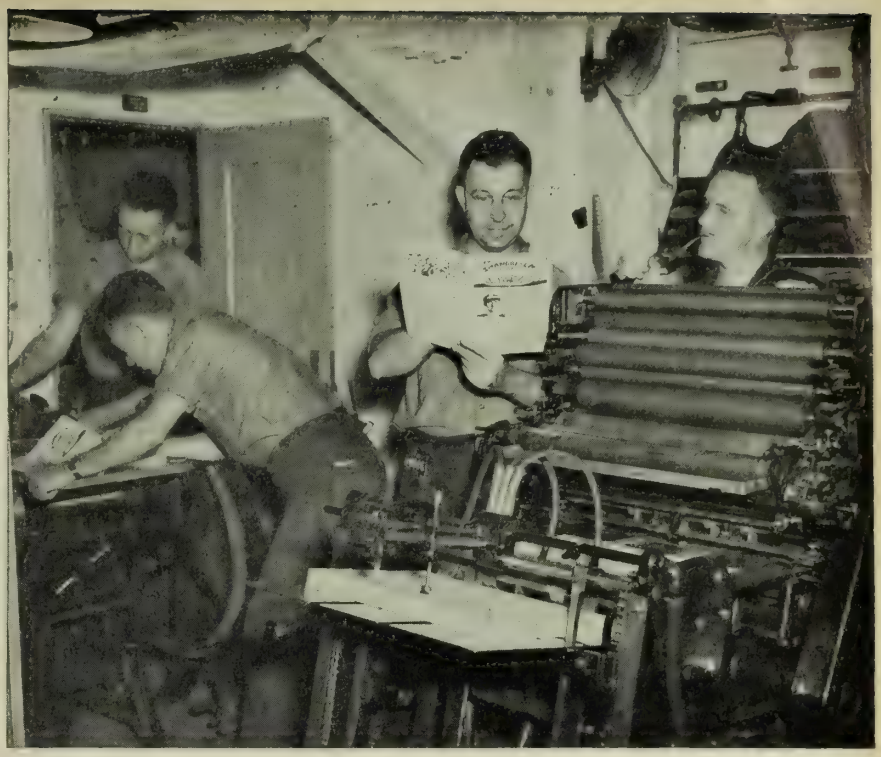
From two sources recently has come recognition of the important part played by ship and station newspapers

in the welfare program of the Navy. Last month a directive from the Secretary of the Navy called them "a positive factor in promoting the efficiency, welfare and contentment of personnel." Simplifying the rules governing their establishment, it incorporates a statement of policy for their regulation and delegates to commanding officers authority to publish under that regulation. (A summary of this directive appears on p. 76.)

To help these ship and station newspapers do a better job of serving their readers, BuPers recently established the S.E.A., or Ships' Editorial Association (ALL HANDS, April 1945, p. 73). S.E.A. will soon be providing three aids to improve the content and appearance of ship and station newspapers, and to lend a hand to time-short Navy editors who are further handicapped by distance or staff limitations from serving up the kind of news and popular features their readers want. The new services:

- the S.E.A. *Clipper*, a weekly clip-sheet containing Navy news, columns, cartoons and feature spots for reprint by Navy editors. Mats, precut stencils and glossy prints of *Clipper* copy will also be available upon request.
- the S.E.A. *Watch*, a shop-talking technical monthly devoted to methods of improving editorial content and production technique.
- the *Navy Editors' Manual*, a reference book designed to aid editors supervising Navy editorial work, and to help staffs master the basic rules of editing and publishing ship and station newspapers.

Hundreds of commanding officers have already called for the services available through S.E.A. To those editors currently receiving news from press associations, Armed Forces Radio Digests, or the widely used Army Camp Newspaper Service (whose "Male Call" and "Wolf" are familiar to servicemen everywhere), the Navy slant to S.E.A. copy is intended to save rewrites and provide immediate appeal. To them, and to other editors who have never had such a service on tap, S.E.A. will be a regular source of ideas which will help staffs to meet the everlasting demands for new and different newspaper features, to save man hours and personnel and to free the staffs of routine so they can devote more time to getting local news.



USS SHANGRI-LA is one of the Navy's carriers that print news as well as make news. This is the ship's print shop where newspaper Horizon is printed.

LOCK-UP is more than just another name for the brig at NTC, Bainbridge. Printers lock up page forms of the station paper, Mainsheet, for the press.

News By Men Who Make It

The editing, production and distribution of Navy newspapers is largely the work of enlisted men—a devoted and ink-stained group—who either voluntarily or on part-time or full-time assignment gather the news, write it in a style mainly dependent upon their previous journalistic experience if any, find a way to have it duplicated, and then see that it reaches all hands. This process usually results in nervous prostration, deadline neurosis and mimeograph fatigue, as well as some intriguing journalism from the typewriters of men who themselves are helping to make headlines around the world.

Behind the pencil pushers—the boys who dream up and edit the stories—are the photographers, artists, circulation men and printers. They are not the glamor boys and they don't rate by-lines, but without them Navy newspapers would be a sad affair.

Following the trend of metropolitan dailies to use more and still more pictures, ship and station editors know the value of a good picture and again know the value of a good photographer. Some large papers have full-time staff photographers, while others use part-time snappers borrowed from some other department.

At sea, the ship's photographer usually lends valuable assistance to the staffs of offset papers, not only for pictures but also in various phases of production. Editors without the bene-

fit of a photographer try to find and utilize the talents of crew members handy with a pen.

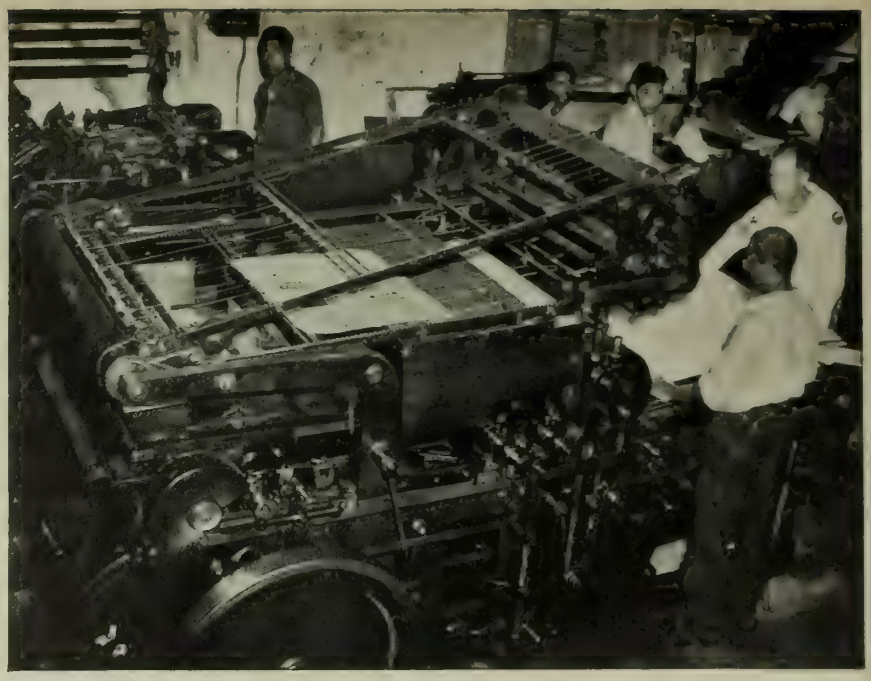
Some editors are their own pressmen and compositors, but more often printing specialists do the inky work. Editors who use native linotypists and pressmen have had their share of headaches.

Aware of the esteem in which both the Navy Department and the men hold these ship and station papers, most commanding officers impose little censorship, seldom find cause for disagreement with the editors' choice of content. Some papers are copyread or checked by the chaplain, the public relations officer or—more and more—the welfare and recreation officer. Other larger sheets include officers in various capacities on the staffs. But in most cases the paper is an enlisted man's "baby"—and, in the opinion of many commanding officers, the job of "bringing up baby" deserves appreciation for its contribution to the enjoyment of naval personnel.

Sweating It Out

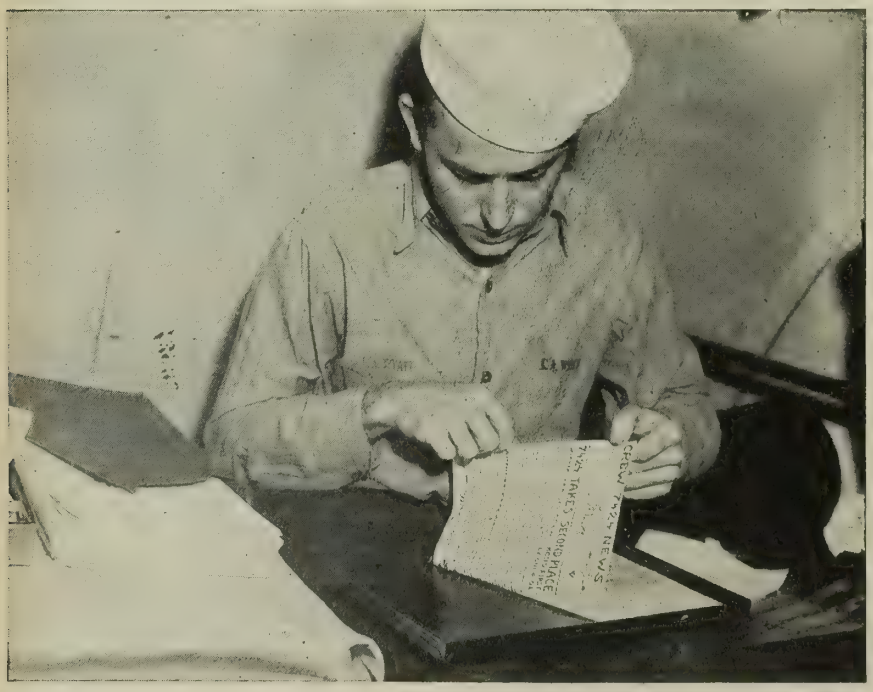
For hundreds of papers like the *Crew's News* (USS *Cumberland Sound*) and the *Nob Hill News* (NOB, Guam), the process of publishing is known not as "getting it out" but as "sweating it out." It means largely volunteer off-duty work, and (because of lack of equipment) often long nights of hand operations which in commercial publishing would ordinarily be performed mechanically. Not even the staff of the impressive, magazine-type *Pelican* (Naval Repair Base, Algiers, New Orleans), which enjoys the convenience of a station photo lab and multilith shop, manages to escape minor chores like assembling and folding and hand-stapling copies for several thousand readers.

The variation in appearance, formality and downright writing style of the papers is endless, and often amusing. The Marine Corps *Chevron* (San Diego) and the *Sea Bee* (Honolulu), whose editorial opinion aims it at "the guy in the double-decker bunk," have all the punch of the metropolitan tabloids, and their staffs boast newspaper talent that would put a gleam in any editor's eye. The *Blair Blare* (SS *John Blair*) is the official organ of 20 members of an Armed Guard unit, and manages to solve its production problem by typing off carbon copies of each issue.



Official U. S. Navy photographs

ONE OF THE BIGGEST printing plants used for ship and station papers is this which turns out X-Isle. It is operated by native printers of Island X.



ONE OF THE SMALLEST printing plants is the hectograph on which editor Lyndell Wyatt, FC3c, prints News for his Amphib shipmates, Crew 7424.

The names, too, run the gamut of inventiveness. There's the *Purple Salvo* (NROTC, Northwestern University), the *Daily Depth Charge* (USS *Nelson*), the *Sad Sock* (NAS, Brunswick, Maine), *Tongue Tides* (NAS, Astoria, Ore.), the *Gyroscoop* (Naval Torpedo Station, Newport, R. I.), *Ack Ack* (AATC, Pt. Montara, Calif.), the *Bean Pot* (USS *Boston*), *Hoodwink* (USS *John Hood*), *Hospital Gauzette* (USNH, Norman, Okla.), *Cat Tales* (USS *Catoctin*), *Irish Pennant* (NROTC, U. of Notre Dame), the *Weigh-Off* (Blimp Squadron 12), the *Waspirit* (USS *Wasp*), the *Big Shot* (USS *Chicago*), the *Sky-Writer* (NAS, Pasco, Wash.), the *Ballonet* (NAS, Santa Ana, Calif.) *Blue Goose Weekly Egg* (USS *Honolulu*), the *Powder Keg* (Naval Ammunition Depot, Hastings, Neb.), *Bolts and Bullets* (101st CB) and *Tender Topics* (USS *Chandeleur*).

Slogans are sometimes the capsule statements of policy for an entire staff. Some, like "Published by characters—for characters" (*The Character*—USS *Clinton*) and "Plain Shooting for Plane Shooters" (*The Plane Shooter*—Armed Guard School, Shelton, Va.) need no explanation, nor does the claim of the photo department of the *Blues* (NAS, St. Louis) that it "accentuates the positive, opaques the negative." But the editors of *Now Hear This* at the office of the Captain of the Port, Cape Cod Canal, Sandwich, Mass., felt their byword "Everything Disrespectful the Captain Will Let Us Print" needed some modification. So at the bottom of page 1 they appended: "The stuff the Captain would not let us print is available at $2.98 per copy." The next issue announced that 118 requests for the $2.98 volume had been received.

Since the chances of turning up trained journalists among any group of technical ratings are slim indeed,

the job of assembling a newspaper staff is sometimes a needle-in-a-haystack affair. Few staffs can match that of the Great Lakes *Bulletin*, with its circulation of 75,000. All the staff members are ex-newspapermen, none with less than eight years' paid experience. But out on the lonely island in the Pacific where nine enlisted men of CBMU 559 got out *The X-Isle*, only one had even a nodding acquaintance with a by-line. And even if a paper manages to get off to a good start, there is always the classic example of the staff that nearly went nuts last fall when orders kept coming in snatching their editors away. The editorship changed hands three times in one month.

Cherchez la Staff

One way of making newspapermen grow where none existed before has been used by many papers in their infancy. Take the case of the *Cebugle* (USS *Cebu*). Most of the men aboard the *Cebu*, an ARG, were technical ratings — machinist's mates, motor machinist's mates, electrician's mates, shipfitters, carpenter's mates and metalsmiths. But not a newspaperman in the crew. However, it was found that assigning one man to a regular feature for the paper soon brought out latent writing talents, and a genuine enthusiasm for the paper trickled out to every member of the crew.

An electrician's mate second class who was a good mixer pulled the assignment as the *Cebugle's* "Inquiring Reporter," and has made it one of the livelier features of the paper. Each week he taps the *Cebu* crew's opinion on such questions as "What do you think we ought to do with Germany and Japan after the war?" "Do you think it's wise for servicemen to marry in time of war?" or "Do you think the Navy pay system is equitable?"

The inquiring reporter created a mild sensation recently with a copy of a letter from one crew member's wife asking a divorce so she could better pursue her career. All names were deleted and the crew was asked "What would you do if you received such a letter?" The *Cebu* crew was in a generous and broadminded mood that day; most of the printable answers favored giving the woman her freedom.

Sure-fire System

The *Cebugle*, incidentally, subscribes to an almost infallible system for distributing its copies to all hands. They hand it out on the mess line. "The only guys we miss," they say, "are those who don't like to eat." This is sure-fire, but not necessarily the only way—another school of thought on the subject includes staffs like that of the *Horizon* (USS *Shangri La*) which distributes on the *pay line*.

Another way of solving the newspaperman shortage is gaining in popularity wherever it can be tried. That is to use newspaperwomen or, in the Navy's general terminology, Waves. Not only the Women's Reserve newspapers but a surprising number of station papers are staffed in part by enlisted Waves, or advised by Wave officers. *Memflite* (NAS, Memphis) has an enlisted Wave as managing

PRESS TIME in a forward Pacific area finds mechanical staff of 101st Seabee Battalion's Bolts & Bullets busy setting type by hand for multigraph cylinders.

EXTRA HANDS help. USS Cebu yeomen type copy in columns for offset paste-up. Below, working party folds the Monument (USS Bunker Hill).

editor; others, like *Skyscrapers* (NAS, Brooklyn) and *Depotscope* (US Naval Mine Depot, Yorktown, Va.), include Waves on their staffs.

The Navy encourages the mailing home of ship and station papers—whenever possible their copy is cleared by the censor with that purpose in mind. Many a family has received as brief a message as this: "Dear Mom: I'm fine and there's nothing new with me. You can read it all in this copy of the ————." In addition, copies are sent to former crewmates, to friends from other units and, as exchanges, to editors of other Navy papers. The practice is growing, especially among overseas papers, of printing a box for a mailing address on the back page so that, when folded and stapled, the paper can be mailed without an envelope.

Pin-ups from the *NATS Packet*, picture magazine of NATS' Pacific Wing, can be found dotting barrack bulkheads at every stop along NATS' 34,000 statute route miles of Pacific airways, from Point Barrow, Alaska, to Brisbane, Australia, and the Philippines.

The Armed Guard *Pointer*, published at the Brooklyn center, reaches 50,000 Navy men on merchant ships throughout the world, getting itself read in such widely separated places as Murmansk and Archangel and Molotovs; in London, Liverpool, Cardiff and Glasgow; in Casablanca, Oran and Bizerte; in Palermo, Bari, Anzio and Naples; in Cherbourg and Antwerp; in Manila and Guam.

Jax Air News (NAS, Jacksonville), which recently celebrated its second anniversary, goes to at least 154 other enterprises besides its own, including units in the Pacific and afloat. Some months ago, in mid-Pacific, a lieutenant commander aboard a carrier reported that a plane from another carrier had come down on their deck and no sooner had the arresting gear brought it to a stop than the pilot leaned out and asked if anyone on the flat-top had some issues of *Jax Air News*. The lieutenant commander hastily gathered all the copies he'd been saving and turned them over to be flown back to the other carrier.

PRESSMEN check page alignment as they start to run off back-up sheet of the Gator, the publication of the Amphibious Training Base, Little Creek, Va.

In addition to all the local news they can pack in, and the names of as many men as possible, ship and station papers generally contain a wide range of features of interest to their readers, including comic strips, inquiring reporter columns, book reviews, war summaries, puzzles, pin-ups, exchanges from other papers, and home-town items.

On the subject of pin-ups, perhaps the simplest justification for this sure-fire feature was the statement which appeared in an issue of *Ahoy* (NY, Charleston) under a luscious picture of Kay Williams of the films. The editor wrote: "Our only excuse for running her picture is that it seemed mighty well worth the space."

Which of the ship and station papers that come in to BuPers is the oldest, ALL HANDS does not profess to know—but is willing to listen to any substantial claims. One source has suggested the long-familiar *Hoist* (NTC, San Diego) whose cartoons, incidentally, are usually among the best and are widely reprinted. *Hospital Hi-Lites* (Naval Hospital, Aiea Heights, T.H.) reports that it is the first overseas hospital to publish a newspaper, and the *Morning Press* (NAS, Kodiak) makes what is apparently the safe claim that it is "the only daily on Kodiak."

Whatever their age, origin or difficulties of publication, ship and station newspapers do a job which rates a "well done" from both the Navy Department and the men they serve.

Satisfaction in doing that job is recompense enough for the ex-newsmen fortunate enough to be assigned to newspaper duty, or working with the willing volunteers throughout the Navy who help make hundreds of smaller papers possible. But still there must be some curious appeal in that frenzied and desperate air of intensity which sooner or later overcomes every paper's office. As one motor mac said, after watching the editorial staff of his ARG's paper argue for a half hour or so over the dummy layout, "I never saw grown men argue so much over a piece of plain blank paper."

IN PALERMO, Sicily, a jeep circulates 2,500 copies of Pal-NOB-News around Naval Operating Base and to other activities and ships in the area.

U-BOAT HUNTERS

Only CVE Lost in Atlantic Led Hard-Fighting Team

ALL her action-packed life the escort carrier USS *Block Island* lived precariously in the midst of battle. And in battle she died, her freighter hull holed by three torpedoes from an enemy U-boat. Her grave was the Atlantic where, for 14 months, she led a diminutive task force in scourging the sea of German underwater raiders.

The *Block Island* was the only American carrier lost in the Battle of the Atlantic. In announcing her loss on 29 May—a year to the day after she was sunk—the Navy also disclosed the dramatic story of her career.

The *Block Island* first went to sea in March 1943, under command of Capt. Logan C. Ramsey, USN. Except for about 50 survivors of the old USS *Lexington*, most of her crew had never seen a carrier before they were assigned to her. A few days after she started out on her first sub hunt, the baby flat-top flushed several U-boats during the night. Crewmen lined her flight deck to watch star shells and gunfire and an escort rushing in for the kill.

War was almost always like that on the *Block Island* — close, personal, thrilling. With her DEs she slugged it out in close surface actions and depth-charge attacks by sea and air, even witnessing a hand-to-hand scrap between crews of a damaged U-boat and the DE USS *Buckley*.

A plane from the carrier spotted that German submarine at 0300 on a bright moonlit night. The *Buckley*, directed to the spot, opened fire with three-inch guns and scored a direct hit on the sub's forecastle. The enemy, electing to fight it out on the surface, returned fire with her deck gun and semi-automatic weapons while swerving sharply to get out of the moon track. Torpedoes from the U-boat's tubes swished through the water but missed. Tracers flashed across the *Buckley's* superstructure but only one hit—in the stack. Lt. Comdr. Brent M. Abel, USNR, the DE's skipper, decided to ram. A hard right rudder drove the *Buckley* up on the sub's forecastle.

The submarine's crew swarmed out of the conning tower and up on the DE's forecastle. The *Buckley's* crew used anything handy for weapons. Two Germans were felled by heavy coffee mugs, others by empty shell cases and by small-arms fire.

Finally, to avoid too many boarders, the *Buckley* backed off and resumed fire. As the DE closed in again the submarine swerved suddenly against her side and remained pinned beneath the *Buckley's* hull. Rolling to 60 degrees, the submarine gave men on the *Buckley* a full view of the flaming shambles that was the interior of the conning tower. Torpedomen on the DE tossed grenades into the open hatch. Slowly the sub drew away again; but one three-inch gun on the *Buckley* scored three direct hits, and the U-boat plunged beneath the surface with her diesels still running at full speed. Both the con hatch, spouting flames, and the forward deck hatch were open as the submarine dived. Heavy underwater explosions followed.

Official U. S. Navy photographs

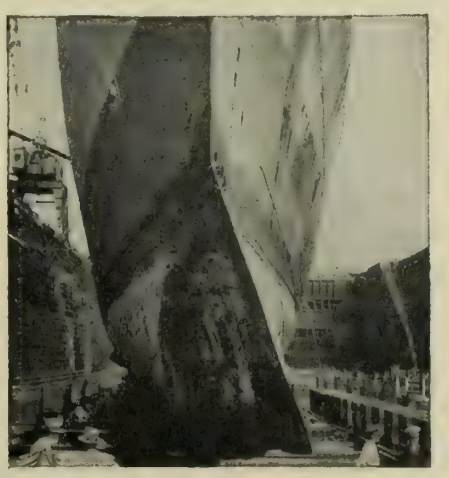
USS BLOCK ISLAND pictured as she put to sea to hunt U-boats in Atlantic.

The *Buckley* captured five German boarders and picked up 31 other submarine crewmen from the water. The entire action lasted only 16 minutes.

In March 1944 Capt. F. Massie Hughes, USN, took over command of the *Block Island* and with it the luck of the task force in tracking down and destroying the enemy. Four days later the *Block Island* was at it again.

Patrolling planes detected another U-boat and tracked it along with the escorts. Two of the DEs closed in as the sub surfaced and began pounding it with their guns. The sub's crew abandoned ship without a fight.

Two days later one of the carrier's Grumman torpedo planes found a submarine lying dead in the water, with her crew enjoying a swim. The pilot, Lt. (jg) Mark E. Fitzgerald, USNR, cut loose with a determined depth-charge and strafing attack before the Jerries could scramble aboard. One of the depth charges cracked the sub in two.



DENTED NOSE was price destroyer Buckley paid to ram and sink sub.

His plane damaged by AA fire from the U-boat, Lt. Fitzgerald was forced to land in the water nearby. As he drifted in his rubber boat he saw a man swimming toward him. Hauled aboard and treated by the flyer for severe head injuries, the swimmer turned out to be the 23-year-old captain of the submarine. Later Lt. Fitzgerald rescued and captured eight other Germans before being picked up by a destroyer.

The final battle of the fighting carrier was yet to come. Six planes were out on patrol when the *Block Island* shuddered as two violent explosions rocked her beneath the waterline. Capt. Hughes, realizing that his ship was hopelessly damaged, gave the order, "Prepare to abandon ship."

All hands mustered on the flight deck. Shortly thereafter a third explosion shook the ship. "Abandon ship," ordered the captain. Most of the officers and men, including 18 wounded, went over the side and climbed aboard rafts.

Last off the stricken carrier, Capt. Hughes had been picked up by a whaleboat and was only a few hundred yards from her when she suddenly went down by the stern.

As the *Ahrens* proceeded to the rescue of survivors she positively located the enemy submarine which, after torpedoing the carrier, had sent another tin fish at the USS *Barr*, another escort, hitting near the stern and crippling her.

Exactly one hour after the first attack the *Eugene E. Elmore* delivered her assault on the submarine. A tremendous explosion indicated that the U-boat had been destroyed.

Casualties for the entire action totaled six killed on the *Block Island*, five killed, 12 missing and 16 injured on the *Barr* and four aviators from the *Block Island* missing. The other two pilots who were in the air at the time of the attack were rescued.

ALONG THE

Sighted Tubs, Sank Same

It isn't often a U. S. sub in need of help can get it. But during one of the milk runs over Japan, Army P-51s escorting Superforts picked up a radio message from a sub which said that a bit of assistance in a jiffy would be welcome. Three picket boats, it seems, were attacking the sub, and would the Army Mustangs drop down, please, and give a fellow a hand?

Three Mustangs, led by 1st Lt. John F. Galbraith, peeled off to take a peek and a poke at the pickets.

"The first sweep," reported Lt. Galbraith, "cleaned the decks. We saw the crews run toward the deckhouses. . . . After the first couple of passes, the boat on the left turned to one side. It stopped. So did the middle one. A lot of smoke shot up. We made six or seven passes, getting in long bursts. . . . The boats had guns on the foredecks, long-barreled and swivel-mounted. After the first pass, the guns just swung around unmanned."

A little later, the sub complained that one of the Jap boats was still coming. So the three Mustangs ganged up on it, made six passes and "the deckhouse lit up." As the Mustangs, their extra-curricular activities completed, headed back to their Iwo Jima base, the sub's radio chirped: "Boys, we love you. Good work and good luck."

Home in the Range

The warships swung around, their broadsides bristling at the island. The big guns leveled . . . and blasted. Huge black-white plumes of explosions, like some strange foliage blooming with mystic speed and splendor, piled up from the island to the blue sky. The guns hammered away.

On a battleship bridge stood Jesus Perez, StM2c, USN. Field glasses, dimmed and damp with tears, were pressed against his drawn, brown cheeks. As he frowned through the glasses, Perez could see neat little white houses on the island's hillsides crumble like so many soda crackers being crunched under sledge hammers. One by one, two by two, six by six, row by row, the houses vanished in the dust . . . and into dust.

It was the pre-invasion bombardment last summer of Guam—Perez's homeland. And one of the neat little white houses that he saw blasted to bits was his own home . . . wherein he had dwelt with his mother and 12 brothers and sisters.

Before the bombardment, the Navy had authoritatively determined that friendly natives were not in the range of the ships' gunfire, but, even so, when the ships ceased fire and steamed away, the little Guamanian, who is personal steward to an admiral, must have wondered about the safety of his beloved ones who were somewhere on the island. Months later, he obtained a leave and hurried anxiously to Guam where he found all members of his family safe . . . including two brothers who had been tortured by the Japs for refusing to divulge the whereabouts of George Tweed, the Navy warrant officer who eluded the Nippos for three years on Guam.

Lost—No Reward

It was the first carrier raid on Tokyo, and a busy, exciting, gladdening day it must have been for Air Group 80. Naturally, in the swirling duels above the clouds, some of the boys got lost in their work, and were separated from the group.

Two such wandering lads were Ens. Frederick C. Steputis, USNR, of Glassport, Pa., and Lt. Robert H. Anderson, USNR, of Eau Claire, Wis. Shopping around in the sky for "80," they saw a group that looked familiar and joined up with it, only to learn it was a different carrier outfit. So they peeled off and resumed the search.

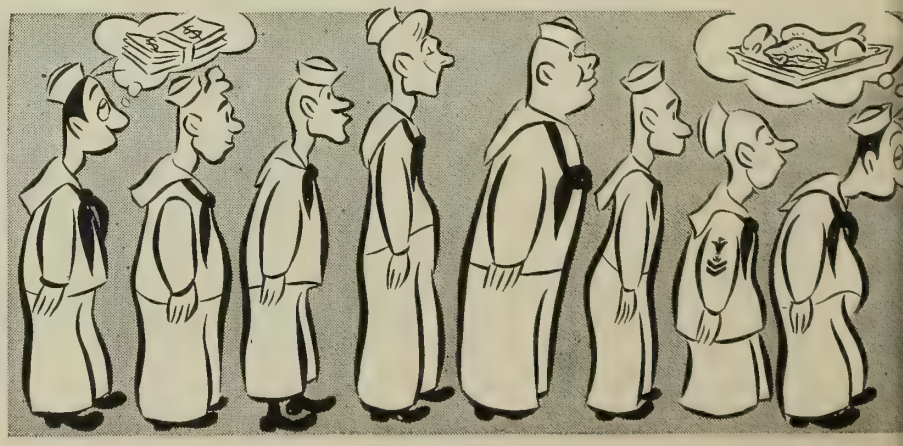
Soon they sighted another cluster of planes that sorta looked like "80." It was made up of all fighters. There were about the right number—50. And they were flying in the right location. As the two Yanks flew toward the group, they scanned the sky in all directions for any approaching Jap fighters. About 150 feet from the group, they ceased their search and concentrated upon taking position in the formation. As they inspected the group more closely, their eyes popped out of their sockets and bounced around the cockpits like hopped-up pinballs . . . the planes they were so blithely joining were Japs!

Fortunately, by a strange and happy coincidence, the Japs must have made the same mistake and thought the Yanks were Nips. Before the Japs could get any other ideas, Steputis and Anderson let up on the gas, fell astern of the group quietly, then quickly turned tail and, in their inelegant but highly eloquent words, "got the hell out of there!"

One in a Million

Next to a chap who just got a one-way ticket to the States, Francis O. Keenan, S1c, of Medford, Mass., is about the luckiest bluejacket out in the Pacific.

Back from a raid on the Japanese homeland, Keenan's carrier anchored at one of the little islands. Keenan was among the liberty party that swarmed ashore. As he stepped out of the liberty boat onto the pier, you could have knocked him over with a drugstore serving of butter, so startled was he by the reception he received. He was greeted by Lt. Comdr. Charles M. Speidel, USNR, island recreation officer, as if he were chairman of a demobilization board. While the rest of



ROAD TO TOKYO

the liberty party was left to trudge in the coral dust, he was whisked off by jeep to the bandstand.

There he faced a battery of clicking cameras, a microphone, interviewers and several thousand cheering sailors. Then the bewildered seaman was presented with a case of beer, a case of Coca-Cola, a box of cigars, and $50 in folding money.

The reason: Keenan was the 1,000,000th man to visit the island in the six months it has been a fleet recreation base.

Down — But Not Out!

Heading into Okinawa, a landing craft support ship was hit by three suicidal attacks. Worst damage was an eight-foot hole gashed in her side, partly below the waterline. The LC's lower compartments were flooded. Her living quarters weren't fit for Japs. Some of her guns were out of action. Her water system was washed out. Her lighting system blacked out. Her galley was a cooked goose. She was really in a sorry state—and, to make matters no brighter, it was Friday the 13th, a dark day, ominous and luckless.

But did the crippled ship's crew sit idly by, wringing their hands and bemoaning their misfortune? They did not. They proceeded to shoot down a Jap plane and quite coolly nosed the LC to her appointed anchorage under her own power.

When Silence Isn't Golden

Untold thousands of American fighting men have been saved by naval guns shattering enemy strong points before an invasion. But Lt. Frederick M. Fox, USNR, is the first we've heard of who owes his life to the sound of naval guns shattering the silence.

Yep, that's right . . . the thunder of the opening salvo in the pre-invasion bombardment of Okinawa helped the Hellcat pilot escape from the Japs.

Because of a midair collision during a strafing mission about six days before L day, Lt. Fox had to crash-land his F6F on the Jap-held island. Certain that the crash would attract Japs, Lt. Fox dragged himself away from the wrecked plane and hid in a wheat field. There he rested a bit, pulled himself together, then stumbled into a sugar cane field. Almost immediately four Jap soldiers appeared.

Three moved on, but the fourth came over to the cane field and virtually straddled Lt. Fox before noticing him. As the startled Nippo opened his mouth to signal his comrades, the Navy flyer shot him through the stomach with his .45.

At precisely the same moment, the big American naval guns opened their bombardment. The bark of the automatic was as smothered as a pebble's splash at Niagara Falls.

As the three remaining Japs went on unmindful of their buddy's fate, Lt. Fox crept off, made his way to shore and was eventually rescued.

A Thad Thtory

Say, Mac, if you happen to see a rat . . . the four-footed variety . . . with false teeth on one of the South Pacific islands, get in touch right away with Seabee Franzell H. Boardman, SF2c, USNR.

You see, Boardman, who hails from Dark Harbor, Maine, has been out in the islands with the Seabees for a couple of years. Every night, come rain or shrapnel, he would carefully place

his upper and lower plates in a cardboard box for safekeeping before retiring. It was a happy arrangement . . . and a secure one, Boardman thought.

But one morning he awakened to find that a rat had gnawed a hole in the box and scurried off with the lower plate. The Dick Tracys and the Nick Carters of the jungle established, upon fine-tooth investigation, that the culprat had also tried to make away with the upper plate, but couldn't get it out of the box.

This was no consolation to Boardman, however.

"Tho what!" he ejaculated, as well as a man without lowers can ejaculate. "Tho what if he did leave me my upperth? What good are upperth without lowerth?"

Nor was Boardman forgiving.

"I wouldn't mind," he said, "if the rat needed the lowerth more than I need them. But without my lowerth I can't munch my way out of a paper bag, but look at him. . . Hith teeth were good enough for him to chew through a cardboard boxth!"

No Rest for the Weary

The log of the USS *Phelps* reads like a chronology of the first three years of the Pacific war. Name a campaign, and she was there . . . Midway, the Coral Sea, Guadalcanal, Salamaua, Attu, Kiska, Bougainville, the Gilberts, Kwajalein, Eniwetok, Saipan, the Palaus. She rode proudly through all of them.

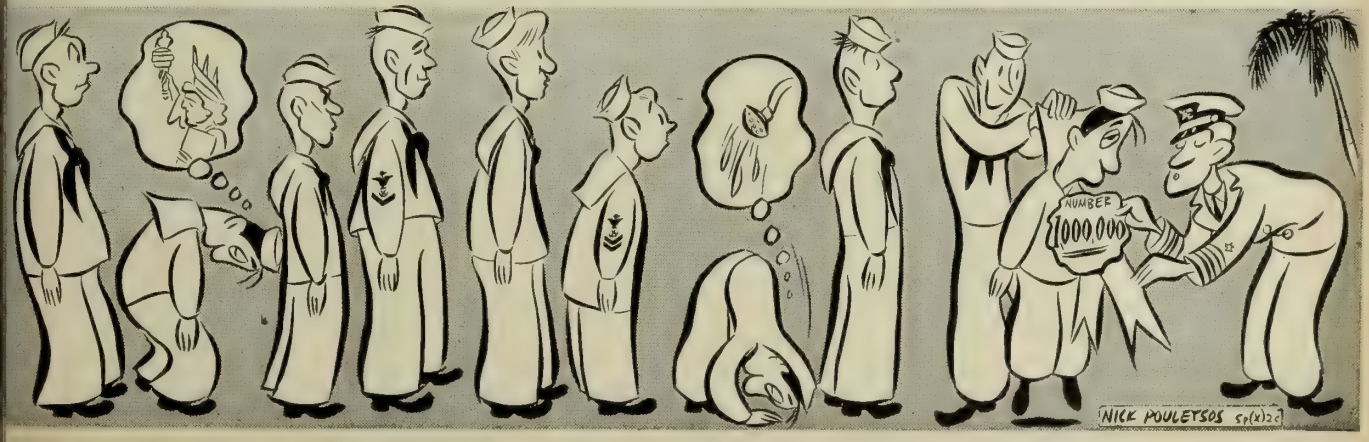
From 7 Dec. 1941 until last Fall, the destroyer cruised more than 203,000 miles—a record few ships in the fleet can equal. At one time, she steamed 63 days without stopping. Bullets and shells have hit her, torpedoes have narrowly missed her, bombs have sprayed around her . . . and yet only one member of her crew has been killed.

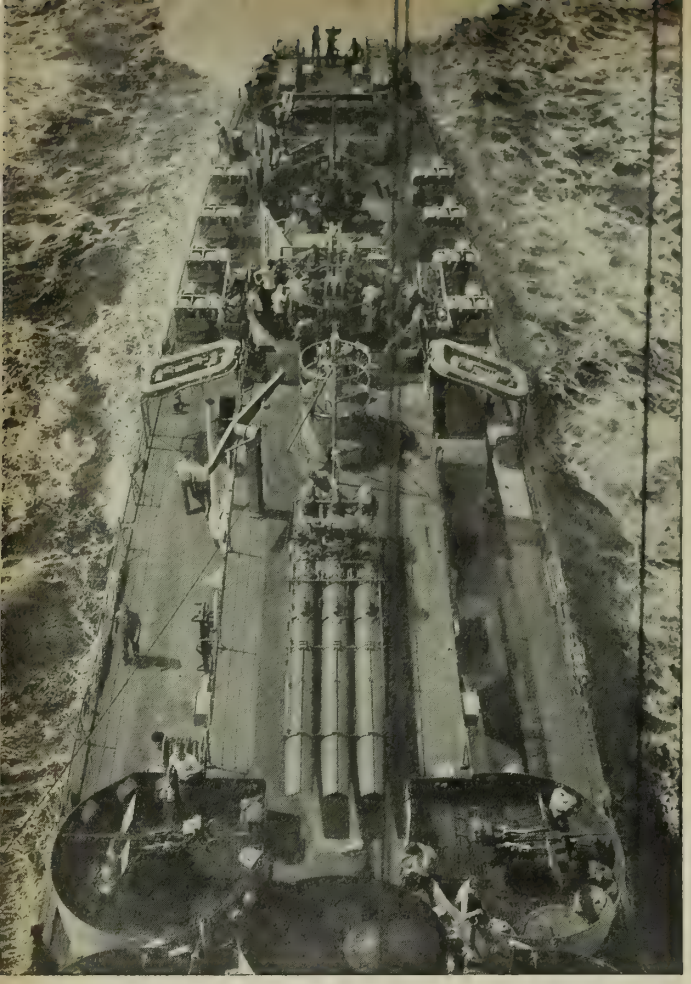
The *Phelps'* most exciting time was spent off Saipan. There she had to battle the Japs by land, by sea and by air. She duelled Jap tanks that were counterattacking our beachhead. She battled armed Jap barges trying to land troops behind our lines. She knocked out Nip shore guns that were raking our landing craft. And she fought off enemy plane attacks.

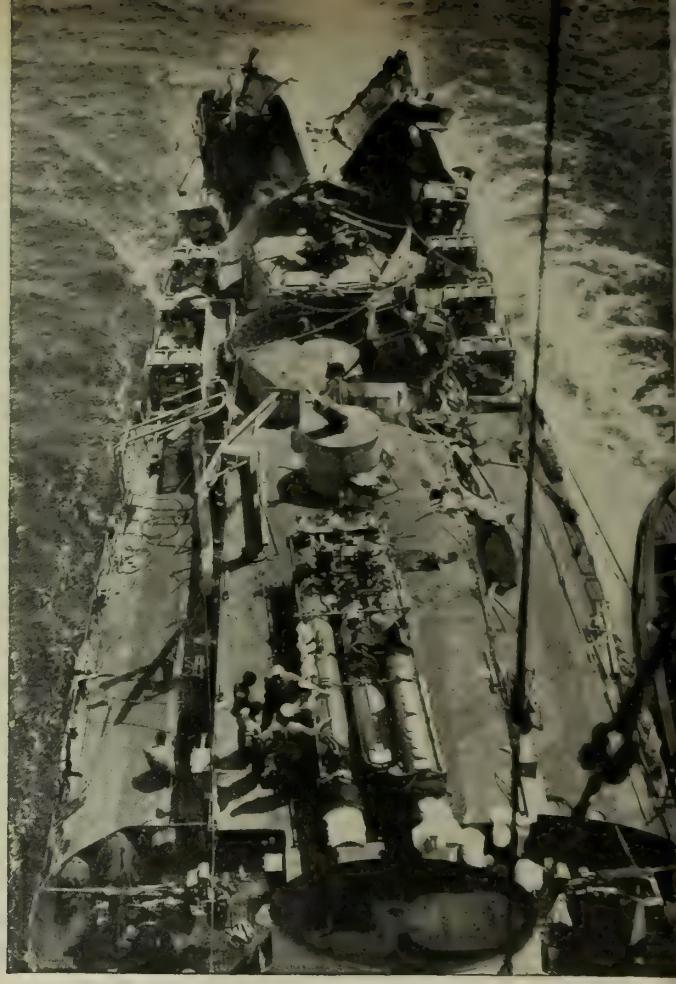
Before they were silenced, the Nippos' shore guns managed to score numerous 37-mm. and two 6-in. shell hits. The second 6-in. shell damaged a boiler, and the *Phelps* lay almost dead in the water. She limped over and tied up to the USS *Phaon*, an ARB, for repairs. But, even then, she refused to be counted out. She asked for and received permission to stay in the battle.

And thus, as metalsmiths, mechanics and carpenters from the *Phaon* swarmed over her, repairing the damaged boiler, blower, deck and bulkheads, the sturdy little lady, still very much in the fight, blasted away at enemy troops and pillboxes.

After two days, the repair job was finished and the *Phelps* rejoined the fleet.







Official U. S. Coast Guard photographs

BEFORE AND AFTER views of the Menges, target of two torpedoes. Photo at left was made two weeks before attack.

SPEAKING OF OPERATIONS!

Coast Guard-Manned DE the Nazis Thought Sunk Is Sent Back into Action by Shipyard Surgery

NAZI submariners lammed two torpedoes into the USS *Menges*, a Coast Guard-manned destroyer escort. The after third of the ship was blasted away and the Nazis chalked her up as a sure kill. And it certainly looked for a while as if they were right. Today, however, the *Menges* is back fighting with the fleet—a tribute to the guts of her rugged crew and the surgical skill of U. S. ship-repair men.

It happened back in May 1944, but the full story could not be told until now, when it no longer matters if the Germans know they figured wrong.

It was a bright night and the *Menges* was on convoy duty in the Mediterranean when the German torpedoes caught up with her. They thundered into her stern and popped open the hull like a pea pod. Jagged deck plates on the fantail curled skyward. All the ship's depth charges were tossed into the sea. A washing machine was lobbed from below decks 150 feet into an antiaircraft gun position on the upper deck. Dead were 29 men and two officers; wounded were 20 others.

The remaining able-bodied men had their hands full in the next minutes. The explosion had knocked the *Menges'* torpedoes from their tubes and started their motors, threatening further havoc. Crewmen jumped astride the torpedoes and rendered them harmless. Gaylen E. Doak, F1c, USCGR, of Tecumseh, Nebr., and John D. Lawless, WT2c, USCGR, of Chicago, hacked their way into a wrecked compartment to rescue two trapped shipmates. Stanley G. Putzke, RM2c, USCGR, Humboldt, S. D., lowered a small boat in the dark and retrieved two men blown over the side. In the absence of a ship's doctor, Harold Levy, CPhM, USCGR, Washington, D. C., labored in the sick bay single handed.

The rest of the crew was busy with damage control. The *Menges*, taking on water, listed badly to port, but her skipper, Lt. Comdr. Frank M. McCabe, USCG, of Brooklyn, would not give the order to abandon ship. A party led by Lt. (jg) James A. Mackay, USCGR, Atlanta, risked death in partly flooded and oil-soaked compartments to secure broken water lines and shut off electricity. Finally, watertight security was restored and a British tug towed the ship to port, while the Coast Guard-manned DE *Pride*, the Navy-manned DE *Joseph E. Campbell* and the French DE *Senegalais* finished off the Nazi U-boat.

Later, the bobbed-tail *Menges* was towed from Africa to New York Navy Yard. Another DE, the USS *Holder*, was towed in from Africa shortly afterward and berthed alongside the *Menges*. The *Holder* had two engine rooms completely wrecked by an airplane torpedo. The Navy's Bureau of Ships, according to Rear Admiral E. L. Cochrane, USN, Chief of the Bureau, decided that rather than have two ships out of action for a prolonged period it would be better to get one ship back in service quickly by making one complete ship of the wreckage of the two. The two ships were lined up side by side in drydock and a 94-foot section of the *Holder* was cut off and moved 15 yards on specially built greased runways to the *Menges*. Huge cranes, synchronized by intercom phones, and hydraulic jacks did the job.

And so today the new *Menges*, made of two thirds old *Menges* and one third *Holder*, is back in action, continuing a distinguished career. Before she was torpedoed, the *Menges* had picked up more than 100 survivors of the DD *Lansdale* and shot down one of 15 German planes that sank the *Lansdale*.

Official U. S. Navy photographs

THE OPERATION was performed in New York Navy Yard drydock. The Menges (left, above) and the Holder were berthed side by side. Then the Holder's stern was cut off and moved on skids (below) to the Menges for grafting.

CASUALTY REPORTING

How New Procedure Will Provide Faster, Fuller Information To Next of Kin of Navy, Marine and Coast Guard Casualties

Comprehensive and detailed procedures for the reporting of Navy, Marine Corps and Coast Guard casualties are set forth in Alnav 120-45, released 2 June 1945. This Alnav is based upon the experience of these services since Pearl Harbor, upon the changing conditions of warfare throughout the Pacific; and upon the paramount interest families rightfully have in obtaining the fullest details concerning their loved ones who become casualties.

Certain new and important ideas are introduced to accomplish objectives long recognized as desirable by the Navy Department, but upon which action has had to be deferred until the present time. In the main, however, the Alnav contains simple and detailed instructions which are to be followed in the reporting of casualties, and which are essential to successful operation. The Alnav sets forth the exact information needed and how it should be transmitted.

Several factors have made it possible for the Navy Department to issue these new and revised instructions. Greater use may now be made of the Navy's vast communication facilities. Bitter and costly battles have provided many additional land bases closer to the scenes of naval action. And our Navy has become the mightiest battle fleet the world has ever known. Much can now be accomplished that was formerly impossible.

Since Pearl Harbor, when our fleet was at its lowest strength, and in the days and months following when it was battling for existence, casualty instructions have been kept at a bare minimum. The various commands were relieved of all possible detail and paper work. Alnavs 13-42, 162-42, 258-42, and 105-43 were brief casualty directives, requesting from the fleet only the most essential information. Alnav 48-45 was issued 10 March 1945, pending Alnav 120-45, to expedite wherever possible the receipt of casualty reports in the Department.

Changing conditions have now made it possible for the Navy Department to perfect its system of casualty reporting without jeopardizing the attainment of victory.

Underlying the new casualty directive are two prime objectives. The first is to obtain more information for the next of kin of those who become casualties, and to obtain this information as quickly as the exigencies of war permit. This is a morale factor of the greatest importance. Families are entitled to know the fate of their loved ones on the fighting fronts, and must be saved wherever possible the mental anguish which lack of information and uncertainty entail.

Cases unfortunately will continue to arise where due to the circumstances little or no information will ever be available. No casualty procedures can ever cover such cases. The new Alnav, however, will, in the great majority of situations, produce the details and the facts which the Navy Department long has recognized next of kin are entitled to receive. Commanding officers and others in authority are urged to remember how much next of kin cherish such information; what a large part its reception means in the maintenance of morale on the home front.

The second objective of the new casualty directive is to obtain the information which the Navy Department must have to carry out fairly and swiftly the responsibilities imposed upon it by various statutes, particularly, The Missing Persons Act as amended.

Casualty Report Officer

To help accomplish these objectives the new Alnav introduces an important innovation. Every ship and station outside U. S. continental limits is directed to designate a Casualty Report Officer. This officer is made specifically responsible for preparing all initial and amplifying reports concerning "dead," "missing," "wounded" and "injured" personnel under that command and concerning personnel from other commands who may be rescued or picked up.

This in no way detracts from the CO's authority. It merely requires that an officer be designated, the choice resting entirely with the CO, who will be responsible under his command for casualty reporting.

In the past the CO has been forced to delegate his responsibility in this regard. In the case of an emergency, it is too late for a person unfamiliar with casualty directives to master the reporting procedures. The requirement that each command designate a Casualty Report Officer recognizes this situation and faces it realistically. This officer will see that all initial and amplifying reports are correctly and promptly transmitted; that letters of condolence to the next of kin from the CO are properly prepared and promptly forwarded.

The various directives on casualty reporting have, so far as practicable, been consolidated in the new Alnav. The responsibility for the assembly of the required data has been assigned to the Casualty Report Officer. The Alnav thus aims to enable these officers to compile casualty data uniformly and with facility, and to submit promptly to the Department the information needed.

Initial Reports

Detailed instructions are provided concerning the initial casualty reports on "dead" and "missing" personnel. These reports are to furnish the following information: full name; rank or rating; service or file number; casualty status as well as the cause if immediately available; whether the casualty was due to enemy action or not; and the date the casualty occurred using the local zone time.

Correct terms must be used in reporting initially the status of "dead" and "missing" personnel. Such report must place the officer or man in one of the following appropriate categories: "killed in action"; "killed not enemy action"; "died of wounds (with date wounded if known)"; "died of in-

Official U. S. Navy photograph

RESCUE can complicate reporting casualties. For example, here man is transferred to a CVE from a DE that picked him up after his DE went down.

juries (with date injured if known)"; "died of disease"; "missing in action"; "missing not enemy action."

Ambiguous terms such as "missing presumed dead" and "lost" are never to be used. For example, Alnav 13 of 1942 directed that the expression "lost in action" was not to be employed.

Personnel known to be "dead" should be reported as "dead," using the appropriate term, even though the body has not been recovered. If the evidence unequivocally establishes death, officers and men are to be so reported even though it is impossible to recover or to positively identify their bodies. The decision, of course, rests with the CO; he is on the spot and is the best judge of the situation.

Alnav 120-45 merely restates the provisions of Alnav 48-45 in regard to the transmission of initial casualty reports on "dead" and "missing" personnel. Where conditions permit, such reports are to be sent by radio designating priority precedence. Where radio cannot be used, however, because of the necessity of radio silence or because of heavy operational traffic, such reports are to be transmitted by air mail, but never by airmailgram. Where casualty lists are large and radio is not immediately available, casualty reports are to be sent by officer courier using class 2 air priority. The use of officer courier in such cases is, of course, left to the command's discretion. Compliance with these instructions will materially speed up receipt of initial casualty reports concerning "dead" and "missing" personnel.

Delays in Reporting

Navy families have often failed to understand the delay that sometimes results in the reporting of casualties. There are various reasons—some more cogent in the earlier days of the Pacific war than at present:

- The fleet was then much smaller. If a ship went down, it was less likely that there might be other ships, either combat or merchant, in the vicinity to pick up the survivors.
- In the earlier days of the war, fewer bases were available to which shipwrecked men could proceed.
- Limitations on the use of radio offered another obstacle to prompt reporting; radio silence frequently had to be maintained; operational messages had to be given precedence over casualty reports.
- Facilities for air mail were much less than now.

The current improvement in regard to these situations has been astounding. But due to the very nature of naval warfare, situations will continue to arise in which there will be inevitable delays.

Another difficulty in prompt casualty reporting arises when a ship's survivors become separated. Two years ago in the case of the USS *Helena* several weeks passed before the complete survivor list could be sent from the South Pacific. During this period 167 officers and men were heroically rescued from two islands under Japanese domination. Survivors again may be picked up by vessels heading for different ports; the word of their survivorship must at times be delayed.

Official U. S. Navy photograph

ISLAND CASTAWAYS, reported lost, frequently turn up alive and well, as did Lt. Alexander Vraciu (right), flyer who survived among Philippine guerrillas.

When a destroyer recently sank in the Pacific, all records were lost. But a casualty list had to be sent. What was to be done? The skipper, who survived, knew his total officer and enlisted complement; he could not, however, name all the members of his crew.

The first step was to question all the surviving officers. They pieced together, as best they could, the names of the men in their divisions. Next, individual enlisted men were asked the names of their friends. These procedures accounted for the entire complement with the exception of two or three men. The questioning, therefore, had to be resumed, directed this time at those who, when the ship was sunk, were near the battle stations of the men still unaccounted for.

The list finally was complete; other blank spots, however, developed. Some knew the last names of their friends but not their initials. Others knew only their first names. Men did not know the service numbers of their shipmates, nor the names and addresses of their next of kin. The complexity of the problem becomes clear in view of the fact that the Navy now has more than 32,000 Smiths, more than 21,000 Johnsons and more than 15,000 Joneses. A mistaken set of initials or a wrong first name might possibly cause some family to receive an erroneous casualty report.

As often happens, this destroyer's casualty report was further complicated by the fact that survivors were picked up by different ships. This ship went down in calm sea and on a clear day, but it is easy to see how bad weather and darkness and continuing action with the enemy can enhance the difficulties.

In the past, certain ships have distributed copies of the muster roll among various officers and enlisted men. When such ships have suffered casualties, their reports have invariably been accurate and complete. The importance of this practice cannot be overemphasized—it makes prompt and correct reporting possible. Wherever practicable, commands are urged to adopt this practice.

Amplifying Reports

The need for amplifying reports concerning "dead" and "missing" personnel is great. To date, amplifying data in these cases have been extremely meager; very generally none has been received; and those which have been forthcoming have provided little to pass on to the next of kin. While the urgent need for such information has long been recognized, conditions have not made requests therefor feasible. Alnav 48-45 made a start in this regard by pointing out that amplifying details were imperative.

The Casualty Report Officer is now directed to prepare such reports for submission by the CO within one week after the initial report. The amplifying report (in duplicate if possible) is to be sent by air mail to BuPers. Airmailgram is not to be used. The information to be contained in the amplifying report is listed in detail, and is as follows: full name; rank or rating; service or file number; casualty status; whether or not misconduct where no enemy action was involved, reference being made to Alnav 105-43; name and address of designated next of kin; available details in explanation of the casualty such as location and exact cause; details as to where and when last seen, the weather conditions, and the chance of survival if "missing," or the disposition of remains in case of death. Whenever any of the foregoing items is identical in more than one case, the amplifying reports may be consolidated as appropriate. These reports are to be clearly marked "amplifying reports reference Alnav 120." They are in lieu of those hitherto required by BuPers Manual, Art. D-9601.

The provisions just outlined in regard to amplifying data on our "dead" and "missing" personnel are extremely

important, and it is imperative that all the information which will not endanger security be made available for next of kin. The degree of security classification of the amplifying reports is dependent upon the information contained therein; this information will be cleared for security by BuPers before it is forwarded to next of kin.

Whether or not death—where no enemy action was involved—resulted from the misconduct of the deceased is very important. Alnav 105-43 provided: "In order to expedite payment death gratuity in making dispatch reports of death resulting from aircraft accidents wherever occurring, accidents occurring on board ship or accidents occurring ashore beyond continental limits United States where no evidence or suspicion of misconduct exists include statement 'not result own misconduct.'" In such cases the prompt settlement of the six months' death gratuity is contingent upon the receipt of this statement.

Missing Persons Act

From another standpoint the information requested in the amplifying report is absolutely essential. This is in regard to "missing" personnel under The Missing Persons Act, as amended. In the administration of this Act impnrtant responsibilities are placed on BuPers' Dependents Welfare Division.

These responsibilities relate to the length of time that an officer or man will be continued in a "missing" status. In the absence of a report that he is a survivor or a prisoner of war, or of clear evidence that he is dead, he will be carried in such status for at least 12 months. During the year all available evidence concerning his status will be considered to determine whether such evidence should be construed as an official report of death, in which case his status will be changed from "missing" to "dead."

An officer or man will be continued in the status of "missing" beyond the year where the circumstances indicate that he may be an unreported prisoner of war, or alive in some isolated community. Such a decision means that on the basis of all available evidence the Navy still has some doubt as to his status.

The decision that naval personnel be continued as "missing" after twelve months has frequently been based simply on the possibility that they may be unreported prisoners of war of the Japanese, whose belated tactics in the reporting of prisoners of war have become notorious.

Presumptive Death

A finding of presumptive death is made where a survey of all the available sources indicates beyond doubt that the presumption of continuance of life has been overcome. There is no chance of the officer or man being an unreported prisoner of war or of being alive in some isolated place. If a finding of presumptive death is made, his pay accounts are closed as of the date of the presumptive death, that is, the day following the expiration of the 12 months' absence, and the various benefits, such as the six months' death gratuity, are payable.

A finding of presumptive death concerning an officer or man of the Navy means simply that as of that date he is for the purpose of naval administration no longer alive. It does not mean that death occurred on that or on any other certain date. For purposes other than naval administration, the law does not make these findings binding nor conclusive. The state laws in connection with civil matters are not affected. But commercial insurance companies have, almost without exception, accepted these findings as evidence of the fact of death, and have paid insurance claims on that basis.

Findings of presumptive death are never made when the "missing" status has not continued for at least 12 months. If a person's "missing" status is changed from "missing" to "dead" prior to the expiration of 12 months, it is only on the basis of clear and unmistakable evidence of death which is construed as an official report of death. Whenever, subsequent to the expiration of the 12 months, cumulative or other evidence establishes beyond doubt that a "missing" person is no longer alive, a prompt finding of presumptive death will be made. Also, there will be such a finding subsequent to 12 months whenever justified by lapse of time without specific information being received.

Official U. S. Navy photograph

NEW CASUALTY REPORTING system gives amplifying reports to next of kin on casualties who require more than seven days' hospitalization.

Dependency Support

During this period of uncertainty provision must be made for the support of dependents of "missing" naval personnel. The various benefits contingent on death, such as pensions, insurance, and the death gratuity, cannot be paid during the "missing" status. The law, however, provides that the total pay and allowances of the "missing" person will be credited to his account during the continuance of such status. The law further provides that allotments from his pay made by the "missing" person will continue to be paid therefrom. These allotments may be increased or new ones registered upon proof of the need. Also, family allowance benefits are available for the eligible dependent of "missing" enlisted personnel.

Once a person is placed in a "missing" status, pay and allowances continue to be credited to his account until evidence of death is received in the Navy Department, or until, after an absence of 12 or more months, a finding of presumptive death is made. If his status is changed to deceased, his heirs become entitled to the accumulated pay and allowances.

Letters of Condolence

The amplifying reports required by Alnav 120, concerning "dead" and "missing" personnel, are not intended to replace letters of condolence from the CO or chaplain. Pursuant to Alnav 13-42 and Alnav 48-45, these letters, where written from outside U. S. continental limits, are to be addressed and mailed in bulk in duplicate to BuPers. They are then forwarded to the next of kin after a careful check of the casualty status has been made. The letters should contain available personal and intimate details not compromising security. Such letters are highly valued by the next of kin, and should be prepared at the earliest possible moment.

Reporting Wounds

This is a matter which has caused the Navy serious concern since the very early days of the war. Steps have been taken in the current Alnav to face this problem realistically.

In the first place, an initial report on all naval personnel suffering wounds or injuries expected to require medical care of more than seven days is to be submitted to BuPers. Where radio cannot be used for this purpose, such reports are to be transmitted by air mail, but never by airmailgram. This initial report must contain the following data: the cause; the date; whether the wounds or injuries are critical, serious or not serious; the prognosis; and the place hospitalized.

Official U. S. Navy photograph

PRISONERS OF WAR present complications in casualty reporting, because the Japs are notoriously slow in reporting names of men they have captured.

Personnel suffering wounds or injuries *not* expected to require more than seven days of medical care are not to be reported to BuPers. A "wound" is defined to mean a disability resulting from action with the enemy, while an "injury" connotes a disability resulting from other cause than action with the enemy.

Compliance with Alnav 120 in regard to the initial reports on "wounded" and "injured" naval personnel will do a great deal for the morale of next of kin, eliminating the anguish and anxiety produced by uncertainty. BuPers will be able to provide next of kin with a prompt and accurate picture of the case, thus materially strengthening what has heretofore been the weakest link in the Navy's casualty reporting procedures.

Amplifying Reports

There remains the all-important problem of amplifying reports in regard to "wounded" and "injured" personnel, another problem which has caused the Navy great concern. Invariably next of kin have wanted to know the condition of their loved ones and where they were, information which has in most cases not been available. To remedy this, two important measure have been adopted:

- *NavMed Form F.* All appropriate commands are directed to take positive action to expedite the submission of NavMed Form F to BuMed by air mail. Compliance with this directive is imperative; it will enable BuMed to maintain complete and current records as to "wounded" and "injured" personnel, both in regard to their condition and as to their whereabouts. The information in this file of BuMed will be of great value to BuPers. Next of kin are particularly interested in knowing where to write their "wounded" or "injured" relatives.
- *Letters of Progress.* All commands having the medical custody of "wounded" and "injured" personnel are directed to send letters of progress direct to the next of kin. These letters are to be sent in the name of the CO by air mail on the first and 15th of each month, but only in regard to "wounded" and "injured" personnel requiring over seven days of medical care. Where such personnel are under the medical care of one command for longer than one month, the advisability of additional letters of progress is left to the discretion of that command.

This measure recognizes that next of kin desire and must have direct word concerning those who are "wounded" and "injured." It recognizes further that there will be cases in which the letter of progress will be received before BuPers has an initial report. This cannot be avoided. It is better to get all available information to next of kin at the earliest moment.

In connection with "wounded" and "injured" naval personnel, only those requiring more than seven days of medical care are to be reported. The only previous directive on this point was issued in the very early days of the war, Circ. Ltr. 153-41, 15 Dec. 1941, and provided for notification in case of "serious wounding" meaning "to such a degree as to require hospitalization." The seven-day rule set forth in Alnav 120 gives the field a working rule of thumb. It was evolved after full discussion with BuMed.

Armed Guard

Alnav 120-45 deals with one other important point, namely, casualty reports concerning Armed Guard personnel on merchant ships. Casualty reports concerning such personnel are to be made to the War Shipping Administration representative at the first port of arrival by the Armed Guard commanding officer in conjunction with the master of the ship. This will remedy many difficulties which have arisen in the past, due in part to the fact that Armed Guard personnel are in reality on detached duty.

Henceforth consolidated casualty reports concerning Armed Guard and merchant personnel will be made. The attention of all Armed Guard COs is invited to the fact that they are directed to leave a muster roll with the port director at each port of call.

The new Alnav tells the service not only what is needed for efficient casualty reporting but also how such reports are to be transmitted. The success of the new instructions is dependent upon whole-hearted cooperation in the field.

Beyond all else the Alnav stresses the highly important morale value of accurate and detailed casualty reporting. No effort is too great to inform the families promptly, accurately and as fully as security will permit concerning the fate of those who are making victory possible.

Official U. S. Coast Guard photograph

IDENTIFICATION is another of the headaches of casualty reporting. Identifying the right Smith from 32,000 dogtags with that name is a big job.

SEA POWER FOR PEACE

Navy's Role in Preventing Future Wars Stressed By Secretary in Address to Annapolis Graduates

The largest class in the history of the Naval Academy—1,040 midshipmen—was graduated at Annapolis on 6 June with Secretary of the Navy Forrestal as principal speaker at the traditional ceremonies in Dahlgren Hall. The following is the text of his address, reprinted here because of its clear definition of the responsibility of the entire naval service toward both the present and future well-being of the Nation.

THIS is the season of the year when young men and women on occasions known as graduations or commencements, become exposed to the desire of their elders to indulge that greatest of all human propensities—giving advice to others.

This is a season which is made conspicuous not only by those June days, the rarity of which was sung by one of our gentlest American poets, but is also marked by the felicitous bromides and the happy cliches of innumerable speakers of varying ages and pomposity.

Like all men, I hold myself not to be old; as to pomposity I shall have to leave you to judge.

When the gigantic task of winning this war is finished the nations that have won it will be faced with the equally difficult task of creating a mechanism to reduce the risk of future wars.

I resist the temptation here to use such phrases as "guaranteeing future peace" or "insuring against war," because in my view there is no automatic way of insuring against war or of guaranteeing peace, and I think it is unwise to encourage the accumulation of such expressions. They tend to diminish the very watchfulness, care and prudent statesmanship which are the real guarantors of peace.

Constant vigilance is the price not merely of liberty of an individual nation but of the security and peace of the world.

It is obvious that, if we are to have peace in the world, the United States must be one of the architects of any international organization designed for that purpose. But having said that, I would like to add that the most dangerous thing for the United States to do, next to a decision to abstain from such a world organization, would be to assume that simply because a document has been written or a plan drawn for international organization the evolution of the plan into a living and viable instrument will be automatic.

The writing of the document and the construction of the plan are only first steps in the long journey to world security. Many bricks have to go into that structure; bricks of economic stability and balance, of social and political justice and, possibly the most important of all, of mutual education in confidence, courtesy and trust among the victors, so that the nations we have defeated will not be able, by sowing the seeds of suspicion and fear among us, to prepare the way for that fatal lack of understanding and concurrence of action which made it possible for Hitler, Mussolini and the Japanese to prepare for this war.

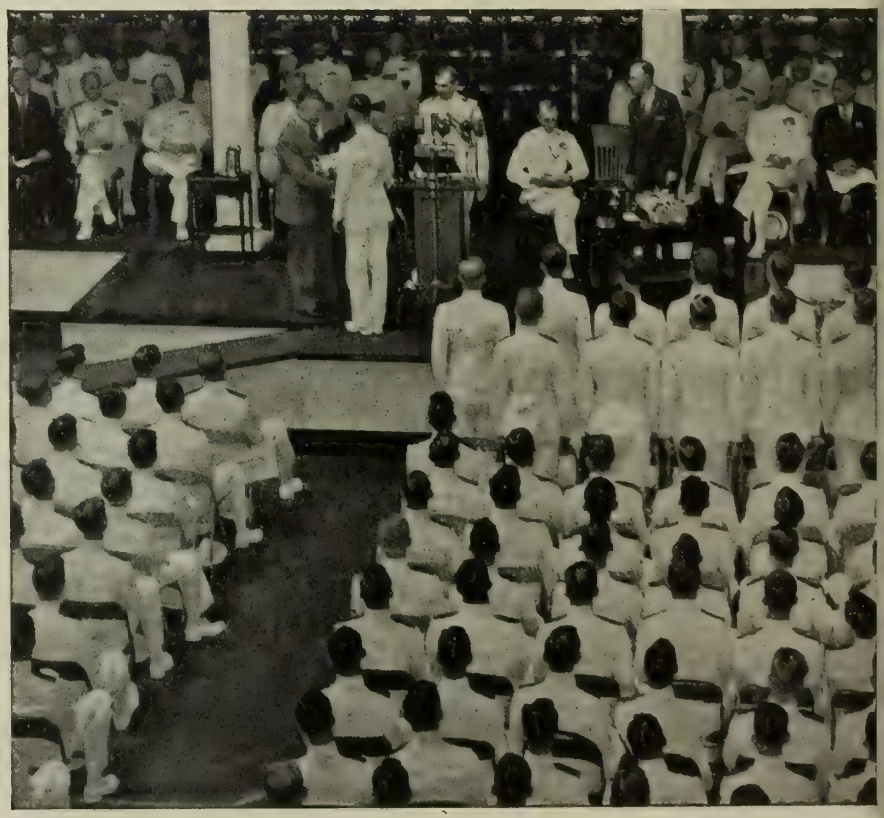
One of the bricks in the international structure will be the realization by this country as well as by the world that availability of armed force to prevent aggression is fundamental in any plan for peace. We must constantly remind ourselves that there is no hope of peace unless the nations desiring a world built upon law, not upon force, are willing to fight for that choice. Peace without the power to enforce it must remain an empty dream.

I start with the assumption that this country, as one of the great powers which have lifted the terrible shadow thrown across the world in the last five years, must retain its armed force and its willingness and ability to make swift use of it whenever nations such as Japan, Italy and Germany get into the hands of outlaws. I assume that the United States Navy will be one of the great elements of that power, and I am speaking to you as a group of men who will be officers in the naval service.

I want to remind you that, having chosen the profession into the active practice of which you are now being graduated, there devolves upon you a great responsibility to maintain its high traditions. At the same time I want to remind the nation of the debt that it owes to the numbers of devoted naval officers who have gone before you.

I say nothing new when I remark here that there is occasional criticism both in print and in conversation of what is called the "Annapolis Club." Public reference is sometimes made to the thesis that Annapolis graduates regard themselves as a select and snobbish group of men sharply set off from the vulgar mass of the rest of the nation.

This I have found to be untrue. The men like yourselves who attend the Naval Academy come from all sectors and conditions of the American scene. The father of Fleet Admiral King was a railroad employee in Lorain, Ohio. Fleet Admiral Nimitz came from a small town in Texas where his grandfather ran a small hotel. Admiral Jonas Howard Ingram was born in a small Indiana town of Jeffersonville, on the Ohio River; his father, W. T. Ingram, was a real estate man and owner of a sand and gravel pit. Admiral Halsey was born in Elizabeth, N. J., the son of a naval family. Admiral Spruance is the son of an Indianapolis business man. Admiral Mitscher's father was one of the first settlers of Oklahoma and Admiral Kelly



Photograph from Press Association, Inc.

DIPLOMAS were presented to 1,040 members of the Class of '46, largest in the U. S. Naval Academy's history, by Secretary of the Navy Forrestal.

Turner's father was a '49er in California.

These and others like them are the leaders of our Navy. They are not extraordinarily different from other Americans. It is not from such backgrounds as these that there comes a Junker class or the legend of a master race. As a matter of fact there is no group in America within the scope of my own acquaintance or knowledge who have a clearer understanding of the great principles upon which the American way of life is established or who would more tenaciously resist any attempt to change our fundamental forms of government.

If it seems desirable to call this group of men a club I have no quarrel with the appellation but I want to say here that I thank God that the Naval Academy produced men of patriotism, talent and discipline to provide an officer corps capable in a great crisis of building, equipping and training the greatest naval force the world has ever seen.

I am thankful that this group of men had the inner discipline and devotion to duty to continue in their profession during years when the country seemed at times to be unaware of their existence and certainly quite unaware of the need for military power. The highest tribute to the Academy, as it completes 100 years of service to the nation, is the record of its graduates' achievements.

You and those who have gone before you are custodians of the honor of our flag and our country; you have become symbols of national service and patriotism by the dedication of yourselves to your country's service.

The burden you will carry is very great in time of war and it may sometimes seem unrewarded in time of peace, but that is a part of the self-dedication that is implied by the acceptance of your commissions today in the United States Navy.

There is another responsibility which goes along with the somewhat simpler, more direct responsibility of living up to the traditions and the honor of this Academy. I refer to the necessity of the members of the regular Navy to see to it that in peace time the general public is understood by the Navy and that the public in turn understands the Navy.

Among other things that you will have to keep in mind is the realization that the professional naval officer's knowledge of sea power and what it means to the security of this nation is not shared by the average American citizen. Very few have read Mahan thoroughly. I doubt if even all of you have, and I shouldn't like to have to take an examination myself on his writings.

That being so, it should be part of your mission to enlighten the people on all appropriate occasions of these primary truths about the sea and air power of our Navy:

First: That possession of such power, giving us control of the great beaches of sea in both oceans, means that our enemies cannot bring attacks to our home shores.

Second: That the corollary of the above statement is that the places where we fight any nation with which we go to war will be of our choosing and not theirs.

Photograph from Press Association, Inc.

COLOR GIRL Lillian Cordes of Napoleon, Ohio, presents colors to honor company commanded by her fiance, Midshipman Eldon H. Knape (arm raised.) Rear Admiral J. R. Beardall, Academy superintendent, watches the rite.

Third: That possession of sea power multiplies the effectiveness of land forces, and may give us what Mahan said British sea power gave Wellington, the multiple use of the limited forces at his disposal—they were available to fight Napoleon in Spain and they could be shifted by water to fight in the low countries.

Fourth: That however powerful our land armies may be, it is command of the sea that enables their power to be applied, whether it is on the coast of North Africa, the beaches of Normandy or in the jungles of Luzon.

To you these are all self-evident truths, but they are not to the average citizen or even everyone within government. If they were we would have no difficulty in peace time in getting our necessary appropriations. We would not have had to spend over a hundred billion dollars for our Navy in this war. So I ask each of you, in short, to consider yourself a purveyor of information about the Navy and about our national need for its continuance. Never get tired of the repetition of this story nor take for granted that it is already known to your listeners.

There are many barriers to easy communication between the officers of the service and the public but those barriers must be leveled if we are not to return to the inertia of the 20 years before the war on national defense.

I shall reaffirm as often as I get appropriate opportunity what I have said here today about the character and quality of the graduates of the Naval Academy. However, I am also constrained to remind you and your older associates of the Navy that while the trained Annapolis graduates are essential to our ability to conduct naval warfare the support of the nation is essential to the existence of the Navy, and that the Navy which is successfully fighting this war is a

civilian navy. Three million nine hundred thousand Americans constitute its strength. Of that number 400,000 are officers, and only 11,350 of them were graduated from the Naval Academy. I remind you that the Navy has grown more than 30-fold in its enlisted personnel. There were about 100,000 enlisted personnel in 1940 against the 3,500,000 who now man the Navy on land and sea. The Naval Academy is a necessary part of our national defense. But Navy men must never forget that they need the support of the people in peace time and their comradeship in war time.

For that reason the Navy must make it its business to maintain adequate channels of contact with the public, which means with public opinion. It must take firm grasp of the fact that in time of war the Navy will have to be manned by your fellow citizens, a great percentage of whom have never before seen the sea. It must face the fact that its officers will have to come from these same civilian sources. Right now it has to face the fact that in order to obtain the officers needed to man the Navy which we must keep when this war is over we shall have to get large numbers from the ranks of reserves who are serving and fighting in the Navy, now chiefly in the Pacific.

My own estimate is that beyond the regular line of the Navy plus those graduating this year and next from the Naval Academy this number will approximate 30,000. To get these men the Navy will have to face the competition of the opportunities of civilian life. To get them—and we shall not get them unless we do this—the officers of the regular Navy in all commands must realize and accept the responsibility of convincing young men of promise that they have the same opportunities and the same chances for advancement that are available to Annapolis graduates. In other words that the criteria of promotion in the Navy are character, competence, and capacity for leadership.

It may be appropriate at this point to say that the Department is now examining the curriculum of instruction at the Naval Academy with a view to bringing it into closer alignment with the needs of the service as demonstrated by our experience in war time.

The Naval Academy from time to time has been referred to as a trade school and it has been criticized for the lack of classical background provided in other colleges. This may be a fair criticism but it may be equally fair to remark that the criticism can be made reciprocally—that is to say, the liberal arts colleges have something to learn from West Point and Annapolis just as those institutions can learn from them. One university that I know of has already undertaken to profit by the experience of the war to the extent of limiting the scope of the elective system of study and making obligatory instruction in those basic courses, such as mathematics and science, which have been found so indispensable in war time.

We hope in the Navy to be able to devise a system of education which will insure that every officer who serves in the United States Navy, regular or reserves, will have received approximately the same basic beginning training so that there cannot again be even the friendly debate as to the merits of the trade school versus the university country club. The details of this have not yet been worked out but I regard it as one of the most important tasks that face us in making our plans for the post-war Navy.

I have said many times what I believe with all my heart, that this sea and air Navy of ours which has been built to the point of great power and high efficiency must be one of the means to bulkwark our hopes and aspirations for a world of justice, of law and of decency. To you I endeavor to say today that you have a double obligation—the obligation to return to the Navy in terms of honorable service what the Navy has given you and will give you, and secondly, to constitute in yourselves one means of keeping the American public informed of what the Navy is and what its needs are, that it is founded in democracy and belief in our republican institutions, and that it must have the support of the Congress and the people if we are to keep it what it is today, the greatest and finest Navy in the world.

You leave Annapolis to become a part of that great aggregation of ships and fighting men. Some of you will go fairly swiftly to duty in destroyers and submarines, in the carriers and on the battleships, and in the Marine Corps. You will have the high privilege of taking part in the liquidation of our eastern enemy, Japan.

You go to join a company of magnificent fighting men. Let me read you a paragraph from the letter written by Admiral Turner from Okinawa:

"All hands are having a tough time here at Okinawa, but we are winning, no matter how slowly it seems. . . . You may have been proud of these Navy boys of ours at Iwo, but you simply can't imagine the eruption of courage and determination and skill they have displayed here at Okinawa. It's a case where the people at the top try to give a little guidance, and then let these grand young fellows we have in the Navy just take charge and do things. Frankly, Mr. Secretary, it's the most thrilling experience anyone could have and I've looked at young naval officers and young naval enlisted men for a good many years. These young fellows are like a pair of runaway horses who have jerked the reins out of your hands!"

Nevertheless, disposing of Japan will not be an easy task. I should like to believe that there is in the Japanese people that "cracking point" which we so often see discussed. I hope there is; but I am mindful of the remark of a correspondent who has been in the Pacific War at Guadalcanal, through Tarawa, Iwo Jima and Okinawa, that for 39 months he had been watching for signs of what is called the "cracking point" in the Japanese and that he hasn't seen it yet.

I expect that the Japanese will fight with increasing tenacity and fury as our power begins to concentrate on their homeland. We have seen evidences of that fury at Iwo Jima and on Okinawa. It will take the full power of the tremendous war potential that we have mustered in the past four years if we are to secure what I take it to be the will of this country: the complete, unequivocal and unconditional surrender of Japanese militarism.

Photograph from Press Association, Inc.

1,040 HATS skim into the air as men of the Class of '46 throw away caps they wore as midshipmen. Scene of the traditional ceremony is Dahlgren Hall.

NEW BOOKS IN SHIPS' LIBRARIES

Sports Reports

New books from the world of sports cover a lot of ground this month. Hunting, fishing, tennis, football, baseball, skiing, racing—name your game, right down to chess, and there's something new on the bookshelves for you. Here are some of the headliners:

"Esquire's First Sports Reader" is edited and has an introduction by Herb Graffis, sports editor of Esquire magazine. Graffis tells his readers frankly that the book was written for two reasons: first, to avoid work, because the editors of Esquire are tired of scrambling through their files every time a request for one of these stories comes in; second, and more important, the publishers think they're going to make money on it.

The list of contributing authors is a little Who's Who in sports writing. Westbrook Pegler is represented by his famous "Are Wrestlers People?" Ernest Hemingway writes of the fishing and hunting world. As he says, "When you cannot shoot, you can remember shooting." And "when you think back, you remember more fishing and shooting and reading than anything else that is a pleasure."

Perhaps before the war you were a ski enthusiast, with an anxious eye cocked to the weather, worrying about vital problems like bindings, wax, slalom racing, telemarks and christies, and which was better: parallel or stem skiing. Otto Lang and Frederick Loosli continue that famous argument in this book.

Another good sports round-up is "Best Sport Stories of 1944," by Irving Marsh and Edward Ehre. This covers sports events of last year: the miraculous rise of the St. Louis Browns; their defeat by the Cards; Frankie Parker's tennis comeback at Forest Hills; Maggioli, the Marine trainee, maintaining the luck of the Irish as he plays his final game for Notre Dame. In addition there are prize-winning pictures and detailed information on sports records and championships.

If you're partial to the galloping gee-gees, there's Colonel Matt J. Winn's life story, as told to Frank G. Menke, under the title, "Down the Stretch." In the last 70 years, Colonel Winn owned or managed 11 race tracks, the most famous of them being Churchill Downs. His career, set against a background of horses, racing and race tracks, is not only a vivid picture of a sportsman—it is the history of the Kentucky Derby itself, from 1875 to 1944. There are photographs of many of the more famous horses, from Aristides down through Twenty Grand, Whirlaway and Pensive, as well as information about owners, trainers and jockeys.

"The time to go fishing," says Elmer Ransom, "has nothing to do with barometric pressure or the wind directions. The time to go fishing is whenever you can." This gives you a rough idea of what you'll find in his new collection of stories, "Fishing's Just Luck," reprints from such magazines as Field and Stream, Outdoor Life, The Saturday Evening Post and Sports Afield.

For baseball fans there's Frederick Lieb's "Connie Mack: The Grand Old Man of Baseball." And for those who like to just sit and exercise their brains, Irving Chernev and Kenneth Harkness have written "An Invitation to Chess." The authors are, respectively, the associate and managing editors of Chess Review, and have no truck with the popular belief that chess is too deep for the average person. They say: "There are millions of chess players in the world and most of them are just ordinary people of average intelligence." Their book doesn't pretend that it can turn beginners into experts, but it is designed, as the jacket blurb points out, for persons who don't know one chess piece from another.

For Laughing Purposes

Why anyone would take a book to a desert island while Dorothy Lamour was still available is not exactly clear, but H. Allen Smith has decided that there are lots of people like that so he has compiled his own anthology of humor called "Desert Island Decameron." This is as funny in its own way as those crack-pot best-sellers that Smith wrote himself; "Lost in the Horse Latitudes," "Life in a Putty Knife Factory" and "Low Man on a Totem Pole." Almost every author included is a humorist with an established reputation: FPA, Mark Twain, Herbert Asbury, Robert Benchley, Ring Lardner and Thorne Smith.

In "G. I. Joe," Lt. Dave Breger has brought together the best cartoons of his hero, Pvt. Breger. The cartoons were formerly published in "Stars and Stripes" and the setting is Army. . . . The Navy has its cartoonists, too, one of the best being Alex Gard. In "Sick Bay," a book of entertaining drawings, he shows what goes on among patients, doctors, nurses and corpsmen in a Navy dispensary.

Ralph Temple's "Cuckoo Time" takes place at Greenways Manor where Oscar Strudelpumpf is shooting a new film epic on the life of Queen Elizabeth, with an ex-bubble dancer playing the lead. . . Tom Powers' "Virgin With Butterflies" is about a blonde who gets butterflies in her stomach when she is excited. . . . "The Half-Haunted Saloon" is described by its author, Richard Shattuck, as a "very light novel" about a respectable family who inherit a saloon from their Uncle Irving, who thinks they need loosening up. . . And "Footloose Fiddler," by Harry Miller and Page Cooper, traces the former as he fiddles his way through the hotels, ranch dances and honky-tonks of America's Southwest.

And a Yo-Ho-Ho

Sea stories still remain tops with men who like their reading packed with lusty adventure and romance. And there are few more expert packers than C. S. Forester, the sea-specializing novelist who has won a sizable following for his stories of the adventurous Capt. Horatio Hornblower.

If you've followed some of the earlier adventures of Capt. Hornblower —"Beat to Quarters," "Ship of the Line" and "Flying Colors"—you'll need no introduction to the latest Forrester novel, "Commodore Hornblower."

Delighted when orders from the British Admiralty send him to sea again, Horatio Hornblower, with the rank of commodore, leads a squadron into the Baltic. It is 1812 and Napoleon Bonaparte is on the move again. Against him Hornblower maneuvers his roving squadron, consisting of one ship of the line, two sloops, two bomb ketches and a cutter.

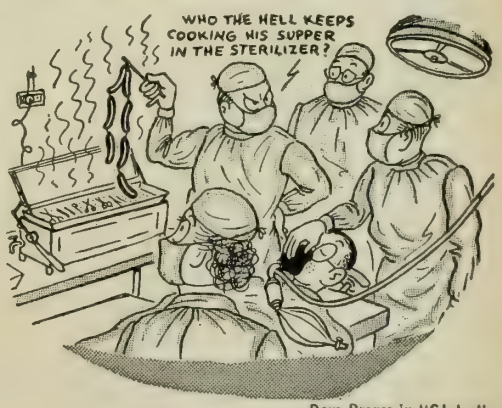
Action, adventure, attempted assassination, political intrigue and diplomatic uproar follow swiftly as the seafaring Hornblower proves to be a salty thorn in Bonaparte's side.

"Commodore Hornblower" recently appeared as an eight-part serial in The Saturday Evening Post, and has also been chosen as the June Book of the Month Club selection. For Navy readers, it's a 4.0 "natural."

THE books reviewed here are among those distributed by BuPers to ship and shore station libraries. A complete list of titles available will appear regularly in a new journal of Welfare activities, scheduled to appear shortly.

Navy and Army Artists Look at Military Medicine

Alex Gard in "Sick Bay"
"Removal of a Splinter"



Dave Breger in "GI Joe"
"Surgery"

RECLASSIFICATION of RESERVE OFFICER

Here Are Detailed Definitions of the New Designations And an Outline of BuPers Policies in Assigning Them

LAST Fall a new system for the classification of reserve officers was provided for by BuPers Circ. Ltr. 298-44 (NDB, July-Dec., 44-1146), and reported in detail in the Nov. 1944 issue of ALL HANDS, p. 14.

The tremendous task of assigning every reserve officer to a new classification is about complete.

Although the circular letter carefully described the method for putting into effect these new classifications, made careful distinctions between general service and special service classifications, and laid out in considerable detail the new designations which were to replace the old, there was, of course, considerable latitude for interpretation as to just what qualifications would qualify an officer for a given classification. Many reporting seniors would put a wide variety of interpretation on the same classification since a specific definition was not given for each.

In order that all officers of the Navy may know the basis upon which BuPers is assigning new classifications, the Bureau's classification policies are outlined below, along with definitions of the various classifications.

Physical Qualifications

The original physical requirements necessary to qualify for general service duties as stated in Circ. Ltr. 298-44 were modified by Alnav 206-44. As now interpreted by the Bureau, a general service officer of the line must have at least 12/20 vision in both eyes, correctable to 20/20 by lenses, with binocular vision 15/20. Normal color perception and hearing 15/15, each ear, whispered or spoken voice, are required. It should be emphasized that Alnav 206-44 lists the physical requirements for initial transfer to a general service classification, and does not apply to officers already having a general service classification.

Many general service officers of the line, formerly classified C-V(G), D-V(G), E-V(G), DE-V(G), etc., are performing satisfactory service at sea even though they do not meet these physical requirements. The Bureau's policy in these cases has been to retain such officers in a general service classification under the new system of classification. Those officers, however, carrying general service classifications and serving ashore at the time of reclassification, who could not meet the physical requirements as stated, were for the most part given a special service classification in keeping with their qualifications and duties being performed. It was the opinion of the Bureau that it was not desirable to send these officers back to sea.

The physical requirements specified in Alnav 206-44 apply *only* to officers of the line, and not to aviators or staff corps reserve officers. In many cases staff corps officers were recommended for a special service classification because they did not meet the physical qualifications as modified by the Alnav. It is obvious that officers of the various staff corps could perform all of their duties satisfactorily without meeting the physical requirements outlined above. Aviators, on the other hand, have much higher physical requirements.

Many general service officers of the deck classifications have been recommended for a special service classification because of failure to pass the Radium Plaque Adaptometer Test—a test for night vision. Nothing in the physical qualifications stated in Alnav 206-44 disqualifies an officer from a general service classification because of failure to pass this test. Such officers are still qualified to perform all duties of a general service officer except night lookout duties. When a general service line officer (except aviators) is ordered before a board of medical survey, and is to be reexamined in six months or one year, he retains the general service classification until his fitness for duty is determined. However, if the board of survey definitely states that the officer is not qualified physically for further sea duty, a special service classification is assigned. Recommendations by a CO for a special service classification because an officer under his command is subject to seasickness are not accepted. Only when the officer has been ordered before a board of medical survey, and disqualified for further sea duty, is the special service classification assigned.

Age, Rank, Sea Duty

In assigning general service classifications to line officers, the Bureau was cognizant of the fact that many officers could not qualify because of "incompatibility between rank, age, and previous sea experience." Thousands of line officers, though meeting all the physical requirements for sea duty, had no sea duty experience and were deemed to have too much rank and to be beyond the age limits for training for sea duty. The Bureau set an arbitrary age and rank limitation. Line lieutenants over 35, having no previous sea duty, were for the most part excluded from a general service classification. Some exceptions will be described below. The rule does not apply to staff corps officers.

Defined below are the various classifications of the line and staff corps. Assignments of new classifications by BuPers are based on these definitions.

Line Classifications

AVIATION

(A)—Those non-flying aviation officers who:
1. Are attached to an aviation activity and performing aviation duties.
2. Meet the physical requirements for a general service officer, as stated in Alnav 206-44.
3. Have satisfactorily served beyond the continental U. S. (sea or foreign shore) for sufficient duration to fully qualify for performance of all the duties of their rank and classification.

(A)L—Those non-flying aviation officers who:
1. Are attached to an aviation activity and performing aviation duties.
2. Meet the physical requirements for a general service officer.
3. Have not yet served beyond the continental U. S. (sea or foreign shore) in aviation duties.

S(A)—Those non-flying aviation officers who:
1. Are attached to an aviation activity and performing aviation duties.
2. Are not physically qualified for general service, or
3. Are over 35 and have not served outside the continental U. S., or
4. Are under 35 and physically qualified, whose training has been so highly restricted that their services are of primary value to the aeronautical organization, and whose training and abilities are so highly specialized that their assignment outside continental limits would be undesirable.

(A1)—This general service classification is for:
1. Former A-V(N) officers
2. Who are physically qualified for actual control of aircraft and on duty involving flying,
3. And who have served as aviators in a ship or aircraft squadron of the fleet for a sufficient period to determine their qualification for such duty.

(A1)L—This limited general service classification is for aviators who:
1. Are former A-V(N) officers.
2. Are physically qualified for actual control of aircraft and on duty involving flying.
3. Have not served as aviators on a ship or aircraft squadron of the fleet for a sufficient period to determine their full qualifications for duty.

S(A1)—This special service classification is for aviators:
1. Who are former A-V(N) officers.
2. Who are permanently not physically qualified in the performance of all duties of their rank and classification in Service Group I, but who are physically qualified for the performance of such duties in Service Groups II and III.
3. Whose training and abilities are so highly specialized along technical lines that their assignment outside continental limits would be undesirable. This classification is rarely assigned.

(A2), (A2)L, S(A2) — In general, the same qualifications apply as in (A1), (A1)L and S(A1) respectively except that they apply to LTA naval aviators, who were formerly classified A-V(N).

(A3)—This general service classification is for naval aviators who:
1. Are former A-V(G) officers.
2. Are physically qualified for actual control of aircraft and on duty involving flying.
3. Have served as aviators on a ship or aircraft squadron of the fleet for a sufficient period to determine their full qualification for such duty.

(A3)L—This limited general service classification is for naval aviators who:
1. Are former A-V(G) officers.
2. Are physically qualified in Service Group I and on duty involving flying.
3. Are recommended for general service by the Chief of Naval Air Intermediate Training and Chief of Naval Air Operational Training in accordance with BuPers Circ. Ltr. 87-44, and have not served as an aviator on a ship or aircraft squadron of the fleet for a sufficient period to determine their qualification for such duty.

S(A3)—Same requirements as for S(A1) except officer is former A-V(G) officer. The assignment of such a classification would rarely occur.

(A4), (A4)L, S(A4) — In general, the same qualifications apply as in (A3), (A3)L and S(A3) respectively except that they apply to LTA naval aviators who were formerly classified A-V(G).

(A5)—This general service classification is for officers who:
1. Are former A-V(T) officers.
2. Are physically qualified for actual control of aircraft and on duty involving flying.
3. Are under 40 years of age.
4. Have satisfactorily performed duties either within or without the continental U. S.
5. If over 40, are on duty beyond the continental U. S., and actually performing duties commensurate with their rank in this classification.

(A5)L—This limited general service classification is for:
1. Those newly commissioned officers, of the former A-V(T) classification, whose tour of duty has not been of such duration as to fully qualify them for the performance of all the duties of their rank within their classification.
2. Other requirements are same as for (A5) above, paragraphs 1, 2 & 3.

S(A5)—This special service classification is for:
1. Former AV(T) officers.
2. Those over 40 years of age and not within the requirements of paragraph 5 under the (A5) classification above.
3. Those not physically qualified for actual control of aircraft in Service Group I, but physically qualified for such duty in Service Group II, or III.

(A6), (A6)L, S(A6) — In general, the same qualifications apply as in (A5), (A5)L and S(A5) respectively except that they apply to LTA naval aviators who were formerly classified A-V(T).

By Alnav 195, the "D" may be added to the general service classification (A1) through (A6) in order properly to classify those naval aviators who qualify as Officers of the Deck Underway in addition to their aviation duties at sea. Similarly,

non-flying aviation officers who have qualified for the (A) classification, and have in addition qualified as Officer of the Deck Underway, may be classified (AD). Most officers bearing this classification would have served at sea in their non-flying aviation duties, and then qualified for the addition of the (D).

Hundreds of officers other than staff corps officers based at aviation activities but not performing aviation duties are classified (D)L or (S). Those officers engaged in Welfare and Recreation, Morale, Shore Patrol, Ship's Service, BOQ, Security, Legal, War Bond Sales, Rations, Public Relations, Public Works and the like are not given (A)L or S(A) classifications but are assigned (D)L or (S). Requirements for these classifications are described below.

COMMUNICATIONS

(C)—This classification is given to those communication officers who meet the physical standards for a general service officer and who have fully qualified as Communications Watch Officer at sea. An exception is made for the officer formerly having a general service communication classification, C-V(G), who is professionally qualified for the new general service classification of (C), but who is not physically qualified and is performing communication duties afloat. He may be given the general service classification of (C). Many of these officers bearing a classification of (C) have received training in communications at communication schools such as Harvard, Noroton, Los Angeles, or the Post Graduate School at the Naval Academy. Many received no formal training but qualified through practical experience for the (C) classification.

(C)L—Those officers who are now serving at sea in communication duties but are not yet fully qualified communication watch officers, and those who, with no communications experience at sea, have been performing communication duties ashore, within or without the continental limits of the U. S., are classified as (C)L. The "L" may be eliminated only upon such communication officers qualifying fully in communication duties at sea. Again, these officers may be products of communication schools or may have received no formal training. They must also meet the physical standards for a general service classification.

(CD)—Many qualified (C) officers, in addition to their communication duties at sea, have qualified as Officer of the Deck Underway. Where a general service officer has so qualified the (CD) classification is assigned. Many reporting seniors have recommended a (CD)L classification for an officer under his command. The modifier "L" is never used in conjunction with the (CD) classification since it is impossible to determine whether the "L" modifies the (C) or (D). If an officer is a fully qualified communications officer at sea, classified (C), and in training for deck duties but has not yet fully qualified as Officer of the Deck Underway, the commanding officer should withhold recommendation until he can qualify for the (CD) classification.

S(C)—This special service classification is given to the following categories of communication officers:

1. Those who have performed all communication duties ashore, within or without the continental limits of the U. S., and whose rank and age (over 35) make assignment to sea duty improbable.
2. Those who do not meet the prescribed physical standards for duty afloat as general service officer.
3. Certain special service officers such as Landline Officers.

An officer who formerly carried the C-V(S) classification, and who is not physically qualified for duty afloat, will be classified S(C) even though he may be performing duties afloat.

S(C2)—Those officers formerly classified C-V(X) and engaged now in communication intelligence duties are assigned the S(C2) classification. All officers bearing this classification have been approved by the Chief of Naval Operations.

The discussion of communication classifications is incomplete without reference to Registered Publication Officers, Postal Officers, and Communication Officers of the Amphibious Forces.

1. Although primarily shore based, Registered Publications Issuing Officers and custodians of registered publications will be given a general service communication classification (C)L if physically qualified. If not physically qualified, the S(C) classification is assigned.
2. Officers whose principal training and duties have been as Postal Officers will not be given a communication classification. Most of the Postal Officers are assigned (S), though a small number have been assigned the (D)L classification because of the short period of time in such duty, and their rank, age, and physical qualifications are more accurately described by the (D)L classification.
3. Officers assigned to individual ships of an Amphibious Force who have had no communication experience or training except at an amphibious training base are not given a communication classification as it is not expected that their services will be restricted primarily to communications. Officers performing communication duties on the staffs of amphibious flotillas prior to June 1944 may be classified (C); after June 1944, may be classified (C)L. Officers having received communications training other than at an amphibious training base (i.e., communications schools mentioned above) who are assigned to individual ships or flotilla staffs may be classified (C) or (C)L as appropriate.

DECK

(D)—This general service, unlimited, classification is assigned to those officers who are qualified as Officers of the Deck Underway, and who meet the physical requirements for the general service officer. It is recognized that officers qualified as OOD on small ships will not in all likelihood be able to stand a top watch immediately upon reporting aboard a larger ship. Until the officer has been given sufficient time to qualify it is *not* desirable that a recommendation for a change of classification from unlimited (D) to limited (D)L be forwarded to the Bureau.

(D)L—This general service, limited, classification is assigned to the following groups of officers:

1. Those officers who meet the physical requirements for a general service officer, who are performing deck duties at sea, but who have not yet qualified as Officer of the Deck Underway.
2. Those officers, not over the rank of lieutenant, 35 years of age and under, and physically qualified for sea duty, who are eligible for training for sea duty even though all their naval duties have been shore based. These are officers whose naval duties have not been so highly specialized that they warrant an (S) classification. Many officers 35 and under, engaged in personnel duties, welfare and recreation, athletic training, educational services, legal duties, ship's service and BOQ activities and a host of administrative tasks feel that they should be assigned the more restricted (S) classification. It is the opinion of the Bureau, however, that the (D)L classification is appropriate in most of these cases. It is not anticipated that all officers assigned the (D)L classification can be given the necessary training for sea duty at the present time. The use of officers for sea duty, who have had no previous sea duty and have been assigned the (D)L classification, will relate to the over-all distribution needs of the Navy.
3. Those officers regardless of age who are performing Armed Guard duty afloat, or who are serving as Beach Masters or Beach Battalion Officers are assigned the (D)L Classification.
4. Bomb Disposal Officers, if physically qualified for sea duty, are given the (D)L classification rather than the restricted S(O) classification. Since most of these officers serve at sea, it was felt that they should be given a classification which would permit the performance of deck duties. When such an officer qualifies as Officer of the Deck Underway he is entitled to the (D) classification. The specialized training that this officer has received in Bomb Disposal is not lost sight of since the records of the Bureau indicate officers qualified by training and experience as Bomb Disposal Officers.

Note: The "L" modifier has nothing to do with physical qualifications. It merely indicates that the officer is not professionally qualified in all duties of his rank at sea.

(DE)—Those officers are assigned the (DE) classification who qualify as Officer of the Deck Underway and also as Engineering Officer of the Watch. A qualified Deck Officer (D) who has had training in some branch of engineering in a college or university, or who has received training in a naval diesel or steam engineering school, should not be recommended for the (DE) classification until he has qualified by practical experience for Engineering Officer of the Watch. It is recognized also that the officer who qualifies for the (DE) classification aboard small craft cannot immediately qualify aboard large combat ships or auxiliaries. If such a change of duty does take place it is recommended that the officer be given an opportunity to qualify in this classification before the commanding officer recommends a change of classification.

The (DE) classification is also given to those officers who have qualified in submarines. Officers who have not qualified in submarines are considered to be in training simultaneously for the (D) and (E) classification. Since there is no (DE)L classification, it is the practice of the Bureau to temporarily assign (E) or (E)L to former E-V(G) and E-V(S) officers, and (D) or (D)L in the case of former D-V(G) or D-V(S) officers, until such time as the officers qualify in submarines, when the (DE) classification will be assigned.

The "L" is never used in conjunction with (DE) since it is not possible to indicate whether the "L" modifies the (D) or (E). An officer having the (E) classification, but in training for deck duties should not be recommended for a (DE)L classification by his commanding officer. Rather the commanding officer should wait until such an officer is a fully qualified Officer of the Deck Underway and then recommend the (DE) classification.

(DEM)—Those officers of the merchant marine branch of the Naval Reserve who are fully qualified on Navy ships as Officer of the Deck Underway and as Engineering Officer of the Watch.

S(DEM)—Those officers who formerly qualified for the (DEM) classification but who have been disqualified by medical survey for further sea duty, and are retained on active duty in a shore billet.

(DM)L—For two groups of officers of the merchant marine branch of the Naval Reserve:

1. Those newly commissioned and serving on merchant vessels with no previous naval experience as officers.
2. Those now on sea duty who have not fully qualified as an Officer of the Deck Underway.

(DM)—Those officers of the merchant marine branch of the Naval Reserve who have fully qualified as an Officer of the Deck Underway on naval vessels.

S(DM)—For two groups of officers of the merchant marine branch of the Naval Reserve:

1. Those formerly (DM) who have been physically disqualified for further sea duty by medical survey and are retained on active duty in a special service billet ashore.
2. Those over 35, who have had no sea duty on naval ships and whose billets are of such a specialized nature it is not likely they will be assigned to sea duty.

(S) CLASSIFICATION

(S)—This special service, unlimited, classification is for:

1. Those officers who are permanently disqualified for sea duty by medical survey approved by BuMed. Such officers are almost always former D-V(G), D-V(S), DE-V(G) and DE-V(S) officers retained on active duty though limited physically in their performance of duty to shore billets.
2. Those officers over 35 who have had no sea duty; and those officers over the rank of lieutenant with no sea duty experience. The Bureau is of the opinion that age and rank in these cases are largely incompatible with training for sea duty and the (S) classification is assigned. These officers are for the most part former D-V(S) officers who were commissioned for specific billets or special programs calling for officers who had certain skills and qualifications acquired in civilian life. Such officers are assigned duties ashore, within or without the continental limits of the U. S.
3. Those officers who due to the needs of the service are of paramount value in their present administrative billet ashore. This category represents a small group of specialists, some of whom may be 35 and under, whose specialized training would be difficult to replace, and whose greatest contribution to the Navy lies in the performance of duties in the billets they fill.

ENGINEERING

(E)—This classification is assigned to those engineering officers who are fully qualified to perform all the duties of their rank at sea, which means, specifically,

that the officer must be qualified as Engineering Officer of the Watch at sea and meet the physical requirements for general service officers.

(E)L—This classification is assigned those officers whose training, experience, and naval duty has been in engineering, but who, because of lack of sea duty or too brief a tour of duty at sea, are not yet qualified to stand engineering watches afloat. To be eligible for the (E)L classification, officers must meet all the physical requirements for sea duty and must not be over 35. Whenever the officer has had sufficient experience to become qualified for the (E) classification, the "L" may be dropped.

The (E)L classification will be assigned, if physical requirements are met, to many recently appointed officers who have been given specialized training, such as Naval Architecture, Diesel Engineering, training in Electronics Material, and other specialized engineering courses. These officers will be assigned, where practicable, duties at sea in connection with their specialty; and in some cases will undoubtedly qualify for the unlimited general service engineering designation, (E). In other cases, the degree of specialization and proficiency will later dictate a reclassification to the Reserve equivalent of an EDO officer—S(E1), S(E2), etc.

(EM)L—For two groups of officers of the merchant marine branch of the Naval Reserve:

1. Those newly commissioned and serving on merchant vessels with no previous experience as officers.
2. Those now on active duty who have not fully qualified as Engineering Officers of the Watch.

(EM)—Those officers of the merchant marine branch of the Naval Reserve who have fully qualified as Engineering Officer of the Watch.

S(EM)—For two groups of officers of the merchant marine branch of the Naval Reserve:

1. Those formerly (EM), who have been physically disqualified for further sea duty by medical survey and are retained on active duty in a special service billet ashore.
2. Those over 35 who have had no sea duty on naval ships and whose billets are of such specialized nature it is not likely they will be assigned to sea duty.

S(E)—This classification is normally assigned to the following groups:

1. Those special service officers whose training and experience has been so highly restricted that their services are of value primarily to the engineering organization of the Navy, and whose training has been limited to the extent that it is not considered suitable to assign them the special service, unlimited, or (S), classification.
2. Those officers of the engineering organization whose age (over 35), rank (over lieutenant), and lack of previous sea duty make assignment to sea duty in an engineering billet improbable.
3. Those officers of the engineering organization who are physically disqualified for sea duty in a general service classification.

A special service classification does not preclude an officer from duty aboard ship in specialized billets; it does, however, limit his performing all of the duties of a general service officer aboard ship.

In Group 1 above are officers engaged in research and development, design, construction, installation, maintenance, repair, and inspection of all kinds of ships, ship material, and shipborne equipment. They are officers under cognizance of BuShips who by the nature of their duties are largely shore based. While engaged in specialized engineering duties, they have not yet reached a degree of technical skill and competence which entitle them to the EDO equivalent classification—S(E1), S(E2), etc.—defined below.

Also included in the first group are officers procured for certain special programs under the cognizance of BuShips which require highly specialized personnel and which, because of priority and urgency, make it desirable that officer personnel, regardless of eligibility for sea duty, be assigned the S(E) classification. Hundreds of officers have been procured from civilian life and commissioned from within the service for the following special programs:

1. Ship Repair—Officers possessing degrees in Naval Architecture combined with practical experience in the field of Naval Architecture, or holding degrees in mechanical, civil or electrical engineering, with two or more years of shipbuilding or machinery experience. These officers are trained in Navy Yards and then ordered to repair ships or advanced bases for duty.
2. Fire Fighting—Includes two types of officer personnel:
   (a) Fire Consultants (formerly civilian fire protection engineers), who are assigned to Navy Yards with Industrial Managers or to Commands for duty as fire inspection officers and consultants on fire-fighting appliances and procedures.
   (b) Former civilian firemen and former enlisted Specialists (F) who are assigned duty as instructors in fire-fighting schools and/or as combat fire-fighters.
3. Petroleum Inspection—Officers who have had education and experience in the inspection of petroleum products.
4. Spare Parts—Officers possessing experience in connection with component parts of Navy machinery and material, and distribution of such material to fleet activities.
5. Machinery Inspection—Officers assigned to Supervisors of Shipbuilding and Inspectors of Machinery, performing machinery inspection duties in these activities.
6. Gyro Compass, Magnetic Compass and Degaussing—Officers with an educational background of an electrical or mechanical engineering degree, trained in degaussing and in gyro and magnetic compass maintenance and then assigned aboard tenders, with service commands, to Navy Yards and other shore stations, and to advance bases. Where physically qualified and meeting age and rank requirements as outlined above, these officers are usually assigned a general service classification of E(L) instead of S(E).
7. Oxygen Generating—Specialized officers performing duties in connection with operation and maintenance of compressed gases generating equipment.
8. Ship Salvage—Although this program requires a number of general service officers who are trained in ship salvage in addition to general line and engineering duties, there are, in addition, certain highly specialized engineering officers in Ship Salvage who are assigned the classification of S(E) or S(E1) depending on the degree of specialization and technical skill.
9. Radio Maintenance—This program covers a wide range of activities in the field of electronics material.

A large number of officers experienced in radio material are assigned duty in Navy Yards under the RMOs (Radio Material Offices). Officers procured for such assignments from enlisted sources under a temporary appointment who do not have college degrees, who have been specially trained at Radio Material Schools, and whose assignments are restricted to highly specialized duties in Radio Material, are assigned an S(E) classification.

Officers in the Radio Maintenance Program who have received recent appointments, either from civilian life or midshipmen schools, and who are physically and otherwise qualified, are in most cases being assigned the (E)L classification rather than S(E).

Other phases of this program in which officers are assigned S(E) are:

(a) Special activities such as: the Electronics Field Service Group (EFSG), Naval Research Laboratory, which is a personnel pool receiving assignments in teams to service electronic equipment aboard ship or at advance bases.
(b) Sonar and Harbor Detection Equipment, the design, installation, repair, and maintenance of which is under the cognizance of BuShips.
(c) Cryptographic Repair Facilities, which handle the installation, maintenance and repair of cryptographic equipment.
(d) Minesweeping Gear and Mine Countermeasures, under which the research, design, development, and testing of mine countermeasures equipment and associated electronic material is effected.

EDO-Equivalents — A Reserve officer bearing a special service numerical engineering classification is considered to be equivalent, within the Naval Reserve, to a regular Navy EDO (Engineer Duty Only) officer. These classifications are assigned *only* to those Reserve officers considered outstanding in a highly specialized field of engineering. For this reason the number of officers bearing these classifications are few indeed. Officers recommended for the classification must receive the approval of BuShips and BuPers to be so classified.

S(E1)—EDO-equivalent requiring experience, training, and qualifying background in the duties of a naval constructor. The better qualified officers who formerly had the CC-V(S) classification are now classified S(E1).

S(E2)—EDO-equivalent requiring experience, training, and qualifying background in naval machinery duties and associated material.

S(E3)—EDO-equivalent requiring experience, training and qualifying background in electrical material.

S(E4)—EDO-equivalent requiring extensive experience, training, and qualifying background in Diesel Engineering. Reserve Officers recently trained in Diesel Engineering are classified (E)L, where physically qualified for sea duty.

INTELLIGENCE

S(I)—Only those officers performing Intelligence duties under the cognizance of the Naval Intelligence Organization have been assigned the S(I) classification.

LEGAL

S(L)—This classification has been assigned to certain officers whose duties are confined solely to legal work. Although many officers are being recommended by their reporting seniors for a legal classification, it is not anticipated that any additional changes of classification to S(L) will be made by the Bureau at the time.

ORDNANCE

S(O)—Those officers with training and experience in the development, production, maintenance (and in some cases operation) of ordnance equipment or with background in the operation of an ordnance station or other ordnance activity *whose assignment is of primary interest to BuOrd.* Officers classified as S(O) will ordinarily be considered not to have had training and experience sufficiently specialized to warrant the assignment of one of the numbered designations noted below.

S(O1)—Reserved for officers who are thorough specialists in a phase of ordnance design. Under ordinary circumstances, those classified S(O1) will be on duty at the Naval Proving Ground, the Research Division of BuOrd, the Naval Ordnance Laboratory, the Naval Ordnance Test Station, Inyokern, Calif., and in some rare instances at other research and development activities.

S(O2)—Those officers trained in the maintenance and operation of aviation ordnance equipment who are to be assigned as members of the rotating aviation ordnance program, which may involve duties at continental air activities, at advance bases and on aircraft carriers. Training in a single phase of aviation ordnance (such as bomb fuzes, for example) will not be sufficient to justify the S(O2) designation. Every officer given this classification will have broad general training covering the whole range of equipment in this field.

S(O3)—Those officers thoroughly trained in the design or maintenance of fire control and/or ordance hydraulic equipment. Officers so classified will ordinarily have completed a six-month course of instruction in the maintenance of fire-control gear and associated hydraulics before being assigned to practical duties in the maintenance field. However, extensive experience in a Navy Yard connected with the installation, overhaul, and repair of such equipment may also result in an S(O3) classification.

S(O4)—Those officers with broad training in the handling and maintenance of ammunition and ammunition components. Will ordinarily be a graduate of an ordnance training program which includes general ammunition handling, the details of fuze design and operation, and the handling and use of chemical munitions, and will not necessarily be familiar with the problems of production of ammunition material but should be solidly qualified for any assignment connected with maintenance.

S(O5)—Those officers trained and experienced in the maintenance of torpedoes and in some cases with additional background in torpedo tubes. There is no separate designation for officers qualified in electric torpedoes so that the S(O5) classification covers all those officers thoroughly qualified in the maintenance of any torpedo type. It may be that such an officer will be an expert in the electrical torpedo but will have only limited knowledge of the steam torpedo.

S(O6)—Those officers thoroughly trained

in the maintenance and usually also in the operation of any type of underwater ordnance except standard torpedoes. This classification includes those officers qualified in the maintenance of mine mechanism, depth charge mechanisms and special highly classified underwater gear which does not fall into either of these categories. In some cases, an S(O6) officer will know both mine and depth-charge mechanisms; more frequently he will be an expert in only one of these categories.

RADIO SPECIALIST

"T" is the Radio Specialist designator appended to the classification of officers who are trained in the technical and material aspects of radio, radar, sonar, and related electronic equipment. It is *not* given to those qualified in radio only, radar only, sonar only or related electronics equipment only. The "T" designation is normally given to those who have graduated from the full Navy electronics course at the Massachusetts Institute of Technology.

When used with an aviation classification, "T" indicates an officer who is trained in the technical and material aspects of airborne electronic equipment. When used with an engineering classification, "T" indicates an officer who is trained in the technical and material aspects of shipborne electronic equipment. It should be noted that "E" when used *singly* with "T" does not mean the officer is qualified to stand engine room watches. The one exception is the officer who is additionally qualified to stand engine-room watches and is assigned the classification (DE) as indicated in paragraph 1 below.

The suffix "L" and the prefix "S," when used as a part of the classification to which the "T" is appended, indicate the officers' qualifications for sea duty. The suffix "L" is given officers who are potentially qualified for sea duty by reason of physical condition, age and rank, or who are now serving at sea, but who have not qualified professionally. In case of doubt, "L" is assigned and may be removed at the discretion of the commanding officer, as provided in Circ Ltr. 298-44. The prefix "S" is assigned officers who are not qualified for sea duty by reason of physical condition, or because their age, rank, and lack of previous sea duty make assignments to sea duty improbable. These officers, according to the needs of the service, however, *may* be assigned sea billets.

Following are the *only* "T" classifications currently being assigned:

1. (DE)-T—General service officer trained in the technical and material aspects of shipborne electronic equipment and qualified to stand both top-deck and engine-room watches.
2. (E)-T—General service officer trained in technical and material aspects of shipborne electronic equipment.
3. (E)L-T—General service officer trained in technical and material aspects of shipborne electronic equipment, but not yet fully qualified for the duties of his rank and classification at sea.
4. S(E)-T—Special service officer trained in the technical and material aspects of shipborne electronic equipment.
5. S(E3)-T—Special service officer trained in the technical and material aspects of shipborne electronic equipment who in the broad field of electrical engineering is equivalent to the EDO, USN.
6. W(E)-T—Wave officers trained in the technical and material aspects of shipborne electronic equipment. The two-months administrative courses do not qualify Wave officers for "T."
7. (A)-T } Same as 2, 3, and 4 above
8. (A)L-T } with "airborne" substituted
9. S(A)-T } for "shipborne."
10. (AD)-T—Same as 7 but additionally qualified to stand deck watches.

The aviation pilot classifications (A1 through A6 and SA1 through SA6) may be assigned in place of (A) and S(A) in the examples and indicate the officer is additionally qualified in technical and material aspects of airborne electronic equipment.

CIC WATCH OFFICER

The following specialty designators are appended to the classification of officers qualified for assignment in CIC:

1. The specialty designator "R" is the basic CIC designator and indicates that the officer is a CIC Watch Officer and as such is well versed in all phases of the operation of CIC except control of aircraft. He should in addition be qualified as a Deck Watch Officer if practicable.
2. The specialty designator "X" indicates that the officer, in addition to having the qualifications for the basic designator (R), is qualified in aircraft control except at night or in conditions of low visibility.
3. The specialty designator "N" indicates that the officer, in addition to having the qualifications for the designators "R" and "X" is qualified in aircraft control under all conditions.

These suffixes must be used singly; combinations, such as RX, are *not* assigned. CIC officers, in other than aviation classifications, must be qualified for sea duty to qualify for the "R", "X" or "N" suffix.

The suffix "R" or "X" or "N" may be appended to the following classifications:

1. (DE)	8. (C)L
2. (AD)	9. (A)L
3. (CD)	10. (E)L
4. (D)	11. S(A)
5. (A)	12. (A1) through (A6)
6. (E)	13. S(A1) through S(A6)
7. (D)L	

The CIC specialty designators are never used in conjunction with the radio specialist classification "T."

WAVE

Wave officers for the most part have been assigned the new classification (W). The following exceptions are noted:

1. W(A)—For those Wave officers under cognizance of BuAer who have completed courses of instruction as officers in Aerological Engineering, Air Combat Information, Celestial Navigation (Air Navigation), Air Navigation, Gunnery, Recognition, Recognition and Gunnery, Photographic Interpretation, Aviation Communications, Radio-Radar (Ward Island, Corpus Christi) and have been assigned to duties at aviation activities utilizing this training. These are the only Wave officers assigned the W(A) classification. Wave officers performing a wide variety of administrative functions in aviation activities are classified (W).
2. W(C)—For those Wave officers whose duties are primarily in communications. Many received communication school training and were assigned to various naval activities for communication duties only. Others had no formal communication school training, but through practical communications experience in naval activities qualified for this classification.
3. W(C2)—For a small group of Wave officers who qualify in communications intelligence. Only those approved by the Chief of Naval Operations have been so classified.
4. W(E)—For a limited number of Wave officers who are engaged in research or design under the cognizance of the Bureau of Ships or who have completed the Radio, Radar, Sonar course at Fleet Service Schools, NOB, Norfolk, Va. and are now performing duties under BuShips' cognizance which utilize their training.
5. W(E)-T—Refer to the definition of this classification under the discussion above of the Radio Specialist classification.
6. W(I)—For a small group of Wave officers performing intelligence duties under cognizance of the Naval Intelligence Organization.
7. H(W)—This classification has been assigned to those Wave Officers who are performing duties in a specialty under cognizance of the BuMed. Officers so classified are engaged in occupational therapy, physiotherapy, bacteriology, serology, etc.

Staff Corps Classifications

CIVIL ENGINEER CORPS

Originally Circ. Ltr. 298-44 provided for a general service officer to be classified CEC, and four groups of special service officers, CEC(S), CEC(S1), CEC(S2) and CEC(S3). By Circ. Ltr. 38-45, however, classifications for the Civil Engineering Corps were reduced to two, namely CEC and CEC(S).

CEC—The CEC classification is given to all reserve officers of the Civil Engineering Corps with the exception of those engaged in cargo loading and stevedoring duties.

CEC(S)—Officers engaged in cargo loading and stevedoring duties are given the CEC(S) classification, the (S) in this case indicating special service in stevedoring duties.

CHAPLAIN CORPS

ChC—Almost all reserve officers of the Chaplain Corps are given the general service classification of ChC.

ChC(S)—There are a few officers of the Chaplain Corps who are restricted in their performance of duty by medical survey, such limitation resulting from active service in combat areas. Those officers are classified ChC(S).

DENTAL CORPS

DC—General service officers of the Dental Corps are assigned a classification of DC. Most of the reserve officers of the Dental Corps will bear this classification and are regarded as eligible for duty afloat or ashore.

DC(S)—This special service classification is for:

1. Dental officers not physically qualified for sea duty as determined by BuMed.
2. Dental officers whose specialized training over a considerable period of time renders them unsuitable for general duty assignments.
3. Dental officers 50 years of age or over.

HOSPITAL CORPS

HC—Reserve officers qualified for general duties of the Hospital Corps.

HC(S)—Hospital Corps officers whose qualifications are limited to their particular specialty, such as chemistry, bacteriology, physiotherapy, etc.

The HC and HC(S) classifications are given *only* to those former enlisted personnel of the Hospital Corps who have been promoted to temporary commissioned rank. All new appointments in these classifications are accomplished on the basis of temporary promotions from enlisted members of the Hospital Corps.

H(S)—Reserve officers who qualify in their specialty, such as Rodent Control, Psychology, Optometry, etc.

Officers of the line and other staff corps, as well as enlisted personnel, who apply for a commission in some specialty coming under cognizance of BuMed, such as Malariology, Psychology, Optometry, etc., apply for the H(S) classification rather than the HC(S) classification. This classification, H(S), is not a Hospital Corps classification but represents officers commissioned for their qualifications in a specialty utilized by BuMed when vacancies exist for such officers.

MEDICAL CORPS

MC—Most reserve officers of the Medical Corps will be assigned the general service classification MC, indicating they are qualified for duty afloat or ashore.

MC(S)—This special service classification is for Medical Corps officers:

1. Whose physical status warrants assignment to limited shore (including foreign shore) duty.
2. Who are so specialized that they do not qualify for general duty.
3. 50 years of age and over.

SUPPLY CORPS

SC—This general service classification for reserve Supply Corps officers is given to:

1. Those who have had supply and disbursing background by reason of training and/or experience.
2. Those who:
   (a) Have had independent duty afloat.
   (b) Have had independent duty overseas.
   (c) Have been the Supply Officer of a section base, naval air station, or similar activity within the continental limits of the U. S.

SC(S)—This special service classification is for the following reserve supply corps officers:

1. Those engaged in a great variety of special duties vital to the functioning of the Supply Corps in time of war, such as procurement, cost inspection, machine accounting, packaging, transportation, cargo loading, warehousing, commissary, etc. In most cases these officers were procured from civilian life for special service duties in the Supply Corps because their civilian occupational qualifications were almost identical with those desired by the Supply Corps.
2. Those engaged in administrative duties only in various activities of the Supply Corps, within or without the continental limits of the U. S. Most of these officers were, in civilian life, in executive positions and were procured as ideally suited for administrative functions within the Supply Corps.
3. Those in training for general service duties in the Navy Supply Corps School, Harvard Graduate School of Business Administration. Upon satisfactory completion of this course, these officers are transferred from SC(S) to SC.
4. Those general service Supply Corps officers who do not meet the prescribed physical standards for promotion in a general service category are transferred to SC(S).

SC-M—This classification is given to those Supply Corps officers who formerly held a Supply Corps, Merchant Marine commission.

MAGAZINE DIGEST

Excerpts from current articles of interest to naval personnel

Etiquette of Surrender

It would have been common sense for the Japanese to surrender unconditionally after the wholesale destruction of their fleet and the recapture of Manila. It would be common sense for them to surrender this instant.

But the issue of war and peace involves more to the Japanese than common sense. There is involved the whole question of Japanese society, highly dissimilar to our own, and of the Japanese mind that holds the society together. Unlike the Germans, who understand surrender and abdication —which were the refuge of the Kaiser and the conscious abomination of Hitler—the Japanese do not understand them at all. What Japan needs is a symbolic act in tune with the high and ancient Japanese tragedy. . . .

What Japan is looking for now is a formula for a "moral" surrender. A negotiated peace could be a formula, but . . . the Japanese have no chance of getting one. The Emperor offers no ready formula. He cannot act because he is only a Name signed to orders issued by others—though as such he is the keystone of the whole edifice of Japanese loyalty and duty. Perhaps the Japanese will find some other formula to make their surrender honorable in their own minds. Perhaps they can capitalize on the collapse of Germany; perhaps the militarists and ministers will commit suicide. Perhaps the Emperor's advisers will tell him to invite Allied protection on the pretext of protecting him from themselves: no one can tell what the Japanese may come up with.

The Japanese predicament, therefore, seems to pivot on a triviality of form, a point of etiquette. But what the Japanese rulers are actually concerned with is the survival of the Japanese mind with all its paradoxes of exaggerated restraint and extreme excess, all its wild dreams of an evanescent moment of blood and glory. If Japan's rulers choose to surrender to preserve the Japanese way of life, they may act in a way that will jar and disrupt what they seek to preserve. If, fearful of such consequence, they choose not to surrender, they will subject the way of life to such strains that it may explode of itself. . . .

Prediction as to the decision is impossible in view of the tensions and paradoxes of Japanese society. The banzai charges may go on, even though they are a way not of killing the enemy but Japanese. In any event America and her allies have no alternative but to step up the pressure.—*From "The Job Before Us: The Defeat of Japan," editorial in Fortune for June.*

Blitzfishing

The sporting way to catch fish is to troll for them with a spoon, spinner, or feather lure. Of course if the fellows want a fish feed, that's another matter. No method is frowned on here [in the Southwest Pacific]. Any means of getting at those finny feeds is a credit to the fisherman.

One day, we went loaded down with dynamite, fuses, and several hundred feet of field wire. Cans of mixed vegetables, corned beef, hash, and sausage were opened and emptied in 5 feet of water near the shore. The dynamite was set in with the chum, and the wire led to shore where we could set off the charge with flashlight batteries. Meanwhile a lookout climbed a tree to keep watch for the schools of fish that would be attracted by the bait.

We could see the surface rippling and breaking. "OK," said the lookout. Off went the charge, sending up a geyser. We waded out and those with diving masks ducked under to retrieve the fish. . . . Our catch was about 20 scaly pounds of assorted fish. . . .

The Aussies are great for using hand grenades. Many times I have seen them climb a tree, where they can see the fish in the water below, and plunk the lethal pineapples. They don't have long to wait for the blast to go off. This is the most dangerous method as fragments might hit some one if the grenade should land in shallow water. . . .

A group of Seabees used to catch fish regularly for its outfit by dynamiting from the lowered ramp of an LCVP. The fellows would wait for a school to pass and bam! Off would go a powerful charge. They caught barracuda and sharks along with mullet and yellowtails. Of course, the trick is to catch the big ones before they come to.—*From "Blitzfishing," by a GI correspondent, in Newsweek for 11 June.*

Rank Confusion

Let's clean up this matter of titles! Navy, Coast Guard, Marines, Army—all officers wear the same bars, leaves, eagles or stars to show their rank. They all receive the same base pay, have the same authority. Why not designate their ranks by the same titles?

. . . Take "ensign" for the first commissioned rank, "lieutenant" for the second. For the third . . . "brigadier." . . . For the next grade choose "major." . . .

See what we've done so far? Eliminated all the parentheses, hyphens and numerals—we've dropped "2nd," "1st," "(j.g.)" and "lieutenant *dash* commander." At the same time, no one gets a new title which formerly designated a lower rank—there's no come-down. . . .

On the same principles, for the next grade of seniority, "commander" is a more apt term than "lieutenant colonel." Next? Choose "colonel" rather than "captain" for the reasons we've already mentioned [Army-Navy-Merchant Marine confusion]—and also because in traditional Navy usage, "captain" designates the commanding officer of a ship, whether he's an ensign or a commander.

So this gives us a uniform, commonsense list of titles: ensign, lieutenant, brigadier, major, commander, colonel. It's a good compromise—two names from the Navy, three from the Army and one (lieutenant) used by both.

But how about the officers of flag rank—commodores, admirals, general? We'd better leave them as they are. After all, it's a bunch of admirals and generals that have to pass on these suggestions. . . .—*From "It's Rank Confusion," by North Clarey Jr., in Ethyl News for May.*

Divine Wind-Up

Americans in the Pacific frequently hear the voice of Radio Tokyo saying something like this: "When the stalwarts take leave of their parents, brothers and sisters to start on a Special Attack (Kamikaze) mission, the commander and all down the ranks drink to their honor and bid farewell by singing the song of the Honorable Special Attack Corps of the air. We should all make a habit of singing this song quietly to comfort the departing souls, as well as to encourage those who follow in their footsteps:

If cherry blossoms were but men,
Then the loving butterflies are their wives.
Bloom, cherry blossoms, spiritedly
In eight petals or in singles.
With the dawn you'll be gone.
Tomorrow another blossom shall fall.
Bloom, cherry blossoms, spiritedly
For I'll be following you.

These lyrics and the introduction sound like something Tokyo's Tin Pan Alley has pirated from Gilbert and Sullivan. Actually the song is a sales talk to Japanese youth, urging them to die for their homeland rather than see it invaded. After listening to the song once or twice, young Moto San is supposed to rush out to the nearest recruiting office and join the now famous Kamikaze Special Attack Corps.

The English translation of the word Kamikaze is "Divine Wind," and the name is supposed to have been derived from an incident occurring in 1281 when the Mongols were attacking Japan from the sea. At the crucial moment a wind of typhoon velocity, believed by the Jap defenders to have been sent by the gods, wrecked the invasion fleet. The term Kamikaze applies particularly to the suicide-plane

The Saturday Evening Post

"Would you mind passing me the 3d Marine Division, please?"

pilots while the Special Attack Corps embraces all types of Jap do-and-die fighters on land, sea and in the air....

A Jap who volunteered to be a Kamikaze did so because he was told that only by exploding himself to kill the enemy could he exemplify to the highest degree the spirit of Shintoism and prove to his ancestors how willing he was to give up his life for his emperor god. The Kamikaze is the most highly revered of the Jap warrior classes, and when the corps was originally organized, there was considerable rivalry among the younger and more daring pilots for the honor of being tapped for membership.

A pilot became a Kamikaze after impressive rites at a battalion shrine. There he worshipped the emperor god and then made a solemn pledge before other Kamikazes that he was willing and anxious to die for Hirohito. This was followed by lectures on the importance of cleansing the soul of sin and defilement by purifying himself before the emperor's all-seeing eyes. Then came a bit of practical instruction on how to crash-dive a ship's deck or a building, and the Kamikaze was sent to his post to await his first and last mission.—*From "Flying Coffin Corps," by Frank D. Morris and Jack Turcott, in Collier's for 9 June.*

Opportunity Ahead

The last half of this century can and should be the most resplendent economic era in human history—the era of the industrialization and modernization of backward peoples. . . .

More than half of the world's population—more than 1,000,000,000 human beings—live in a state of miserable industrial backwardness and poverty. That is an immense challenging new frontier for modern economic audacity and development. . . .

For instance, if people everywhere used as much cotton per person as we use in the United States, the world's production of cotton would have to be trebled. If people everywhere used as much soap per person as we use, production would have to be quadrupled. . .

One of America's greatest opportunities for its own pocketbook lies in the promotion of world-wide wealth and welfare. . . . There is no doubt that almost all backward peoples are mentally and physically capable of doing higher work and more remunerative work than they are doing now. What they need first is capital. They all have some, but not enough. And where is capital most plentiful? In the United States. . . .

One of the basic criticisms of our economic situation during the last two decades has been that we have surplus capital that remains idle. The backward countries are calling for it. . . . At the outbreak of the war we Americans had almost $10,000,000,000 in such direct investment abroad. This sum can be multiplied advantageously many times in the near future. . . .

This can happen only on one condition. No longer can surplus-capital countries, whether Britain, France or Belgium, the Netherlands, Sweden or the United States, invest in undeveloped countries and then suck out all the dividends. That kind of economic "imperialism" is everywhere either dying or dead. The industrially backward countries resent it and will no longer tolerate it. What they want now—and what they should have—is a partnership of their local capital with foreign capital in the risks and profits of new enterprises on their soils.

The change thus indicated is one of the most momentous in all the world's long political and economic history. The age of the mere "exploitation" of backward countries is closed. We move into the age of cooperative effort by advanced countries and undeveloped countries together for mutual profit....

In world development for human happiness let us operate not as nationals of this or that country but as human beings.—*From "America's World Chance," by Eric Johnston, in Reader's Digest for June.*

Collier's

"This is how you looked in 1930, Baby."

Who Can Rule Germany?

The identification and selection of reliable German officials is a problem which will plague the Allies for months. We are, as a primary objective, out to rid the German Government of Nazis. Yet virtually everyone with administrative experience is a Nazi. Among the whole population, somewhat less than 10% were active members of the party when the war started. But added millions were members of affiliated organizations, like the Hitler Youth.

Exclude the aged, the women, and the children, and it becomes apparent that to find men of administrative experience who are actually anti-Nazi is likely to be almost impossible. They were long ago convinced or silenced by the Gestapo. And the few non-Nazis not serving in the German armed forces who might be used are usually found to have benefited from war contracts, to have a brother who is a Party official, or to be associated in one way or another with the Party.

There is practically no one in Germany today who can be looked to for unprejudiced advice on this question. . . .

Find a business man who passes Army investigations and he will be immediately denounced by the Socialists as a Nazi. Find a Socialist whose record seems clear and the business men complain loudly that he is a Nazi. The truth seems to be that Nazi association can be proved against virtually everyone in Germany. . . .

To use Allied Army officers in German administrative posts is impossible. As a pure matter of arithmetic, there are far more positions to be filled than there are officers to spare. And should we use our own officers on food distribution or price control, it would appear that the Allies assume some responsibility for the prompt solution of these problems in chaotic Germany. We do not. They are properly questions for the Germans themselves to work out. . . .

To clean up rubble, bury the dead, get essential services running calls first for common labor in great numbers. But people in most cities of Germany today don't want to work. Their instinct is toward self-preservation. That means patching up their own homes, foraging for food, and locating scattered belongings and relatives. No German wants to go far from what is left of his home, fearing that while he is away his neighbors will loot his remaining effects.—*From "Americans Help Liberated Europe Live Again" by Lt. Col. Frederick Simpich, Jr., in National Geographic for June.*

Miracle Medicine

It sounds like quack-medicine ballyhoo when a pharmaceutical salesman boasts of a single biological preparation that is highly effective in the prevention of measles, mumps, whooping cough; is also used in the healing of stubborn wounds, as a burn salve, or as a glue for skin grafting; is equally effective as a temporary brain covering; a vehicle for removing kidney stones, or a hemorrhage inhibitor; and is the finest known remedy for shock.

But it *isn't* quackery. The preparation isn't new. In fact, it's the oldest thing known to man. And, what's more, it is being produced on a mass scale for $1 a pint, or less than half the ceiling price of good gin.

It is human blood and its ingredients or fractions.

Almost 12 million pints of it have already been delivered to the American Red Cross alone, and today's "production" averages 10 pints a minute. Which leads to the thought that there are about six million people in this country who don't know their own strength.

They are the volunteer donors who have been giving their blood to the armed forces—blood which used to cost hospitals from $25 to $50 a pint. It's now procured for $1 because generous people donate it free in this emergency and nine public-spirited biological laboratories process it at bare cost. About 1,000 trained specialists, exclusive of Red Cross workers, and close to $2,000,000 worth of equipment, exclusive of buildings, are at work in these nine plasma factories. On top of that, literally scores of the finest medical minds in hospitals and colleges all over the land are working day and night on new plasma research under the generalship of the renowned Dr. Edwin J. Cohn of Harvard Medical School.—*From "The Stuff of Life," by Paul W. Kearney, in Liberty, 26 May.*

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands which possible instances. Communications which violate these provisions may be returned via official channels. Do not send postage or return envelopes; no private reply will be made.

UNIFORM SCUTTLEBUTT

SIR: There has been so much scuttlebutt about a new uniform for enlisted men that we are appealing to you for the official word.—C. L. K., CBM, USN.

• *Problems relative to the design, manufacture and issuance of a new uniform for enilsted personnel are now under consideration by the Uniform Board. However, it is not likely that anything will be officially announced until the war is won and until shortages of labor and material no longer exist.*—ED.

POSTWAR NAVY PROBLEMS

SIR: Will family allowances be continued after the war?—T. C., GM3c, USNR.

• *Public Law 625 (as amended) passed by the 77th Congress provided that family allowances be paid during the existence of and for six months thereafter of any war declared by Congress. However, a committee has been appointed to draft recommendations to be submitted to Congress which will permit the continuation of family allowance payments to dependents of personnel in peacetime.*—ED.

SIR: Will the base pay for enlisted men go back to $21.00 per month after the war?—A. J. S., SK3c, USN.

• *No, not unless Congress enacts new legislation to amend or repeal the "Pay Readjustment Act of 1942" which established the present pay scale.*—ED.

SIR: Will the time I have spent in the Naval Reserve count toward retirement, if I remain in the postwar Navy?—J. P. S., CRM, USNR.

• *Personnel serving in the Naval Reserve who are permitted to reenlist in the regular Navy will be credited with time served on active duty for purposes of transfer to the Fleet Reserve and to the retired list of the regular Navy after 30 years' service, in accordance with BuPers Manual, Arts. D-9501, 9502 and H-9407.*—ED.

LOST WAR BONDS

SIR: On 7 Dec. 1944 I purchased four $25 bonds from the Navy War Bond Office to be issued to my son. As yet my wife has received but one bond. I am holding the receipt for the others, and would appreciate being advised of the procedure to follow to make certain that my son receives the other three bonds.—S. M. L., CM1c.

• *In case of non-receipt (or loss) of war savings bonds, the purchaser should contact (in person or by mail) the issuing agent from whom the bonds were purchased. All available information should be given, such as: date of purchase, denomination of bonds, whether payment was by check or cash, serial numbers of lost bonds (if known), and to whom the bonds were issued (including name and adddress). As soon as the war bond issuing agent receives the information, he requests that a replacement bond be issued; this takes from three to six months.*—ED.

RATING EXAMINATIONS

SIR: After a man has passed an examination for advancement or change in rating, how long is it good for if the change is not made immediately?—T. B. S., AerM1c.

• *This is left to the discretion of the CO, who will effect the advancement in the rating, since no time limit is set by regulation.*—ED.

GOOD CONDUCT AWARDS

SIR: (1) Is it possible for a man to be eligible for a good conduct award even though he does not have a 4.0 in conduct? I contend that if his service record has no offenses entered in it, he would be eligible even though his conduct mark wasn't 4.0. (2) By the same token I believe it is possible for a man to be given a 4.0 in conduct, making him eligible for a good conduct award, despite the fact that he may have minor offenses entered in his record as a result of captain's mast or a deck court. Right?—R. G. C., CY, USN.

• *(1) If a man's record is clear of offenses and he receives a mark of 3.5 in proficiency in rating and meets the other requirements he would be eligible for the award even though he did not receive a mark of 4.0 in conduct. (2) At the present time an officer cannot assign a mark of 4.0 in conduct when the record contains any offense*—ED.

SIR: Can the three-year period of continuous active duty necessary for the good conduct award to naval reservists be computed from the date of a captain's mast?—H. F. M., CY.

No.—ED.

SIR: On 12 Dec. 1942, I was sworn into the naval reserve. I did not go on active duty, however, until 3 Feb. 1943. Does the time I spent on inactive duty, waiting to be called, count toward my eligibility for a good conduct award?—R. J. B., PhM2c.

• *No, only continuous active service may be counted.*—ED.

SIR: Can officers who were formerly enlisted men in the regular Navy and who now hold temporary commissions, add stars to their good conduct ribbons at the completion of each four years?—L. N. K., Ens.

• *Yes, if they have earned at least one award as an enlisted man. The same applies to Reservists except that the time is three years' continuous active duty.*—ED.

SIR: I served 13 months in the Navy in World War I and was discharged after the Armistice at my own request. I enlisted in the Naval Reserve for the present conflict and now have served one year and 11 months. Am I eligible for a good conduct award on the basis of total service of three years?—A. F. C., CQM.

• *No. Service in one enlistment cannot be added to service in a subsequent enlistment in computing time for the purpose of a good conduct medal.*—ED.

SIR: I enlisted in the Naval Reserve in 1941. A year later I was discharged by Special Order Discharge to enlist in the regular Navy. I now have three years and five months' total active service, reserve and regular. Am I entitled to wear the good conduct ribbon, if otherwise qualified?—C. R. S., CPhM, USN.

• *No. Service in the Naval Reserve and the regular Navy cannot be combined for the purposes of the award. You must meet the requirements of the Naval Reserve or the regular Navy.*—ED.

SIR: I enlisted on 8 Dec. 1937 for four years. On 8 Dec. 1941 I extended my enlistment for two years and then my enlistment was extended by Alnav 155-41. I received a good conduct medal for my first enlistment of four years. Do I rate a good conduct pin for the three years of extensions I have completed?—C. R. B., Y1c, USN.

• *Yes, if otherwise qualified. However, you will not receive a pin since they are not being awarded during the war but you will receive authorization to wear a star on the ribbon bar. You should submit a request, via official channels, to the executive officer of your ship or station.*—ED.

GI EDUCATION

SIR: If you go to school under the GI Bill, you get not only your tuition but a monthly allowance from the Government —$50 if you don't have dependents, $75 if you do. But I read recently in a magazine article that if you find this isn't enough to live on, and take a part-time job to help out, you get your Government allowance cut down. Is this true?—J. T., Lt., USNR.

• *Not quite. Veterans Administration says it cuts down on the allowance only if you are attending the school on a part-time basis, or if you receive compensation for work done as part of your training. If you took a sparetime job that didn't take up so much time that it could be regarded as interfering with your main purpose—gaining an education — your allowance would not be cut.*—ED.

BACK ISSUES OF ALL HANDS

SIR: Is it possible to purchase back copies of ALL HANDS, and, if so, at what price?—H. J. S., Y1c.

• *The following issues are available from the Superintendent of Documents, Government Printing Office, Washington 25, D. C., at 20 cents a copy, the remittance to be included with the order: Dec. 1943; March, April, May, June, Aug., Sept., and Oct. 1944; March, April, May and June 1945. For general information on subscriptions, see page 80.*—ED.

THREE SQUARES A DAY

SIR: I have noted that on several stations a man sentenced to bread and water with a full ration every third day is given one meal on the third day and yet other stations give three meals on the third day. Which is correct?—J. E. H., Y1c, USN.

• *A full ration consists of the morning, noon and evening meals or other rations served on the general mess, according to JAG, which cites Court Martial Orders 3-1943, 112. Therefore, stations giving three meals are correct.. Naval Courts and Boards (1937), Sec. 447, states that confinement on bread and water shall not be "for a longer period, consecutively, than five days. As a shorter interval . . . is less liable to work injury to health, the maximum interval allowed should be adjudged only in extreme cases."*—ED.

SHIPPING-OVER PAY

SIR: (1) How long can a USN man wait before reenlisting and still receive shipping over pay? (2) Would a USN man whose enlistmemnt expired during the war, and was automatically extended, draw shipping over pay if he reenlists after the war ends? (3) Do reenlistment allowances apply to USNR men? (4) Would a man who completed 3 years, 11 months and 15 days during a regular minority enlistment and did not reenlist or extend his enlistment but was held for 15 days in accordance with Alnav 155-41, then had his enlistment extended for two years, be entitled to four years reenlistment allowance?—W. M. O., CY., USNR.

• *(1) He must reenlist immediately except in peacetime, when the interval allowed is three months. (2) Yes, if within three months of discharge under honorable conditions. (3) USNR men discharged for immediate enlistment in the regular Navy are entitled to reenlistment allowance for each full year of continuous active service immediately preceding discharge. (4) Yes; a man held under Alnav 155-41 (NDB, cum. ed., 41-2019) is in fact serving in extension of enlistment and is entitled to full credit for time served just as though it were served in a regular enlistment or extension.*—ED.

THE $2?? QUESTION

SIR: Your May 1945 issue, p. 38, says that a man advanced from PO1c to CPO receives a clothing allowance of $200. This must have been a typographical error, as I received $250 when I recently made chief (or maybe I shouldn't admit it).—T. A. C., CY, USNR.

• *It's okay to talk—the amount should have been $250.*—ED.

Limited space makes it impossible to print more than a small proportion of the letters received each month. Only those of widest interest, for which the answers are not readily available at ships and stations, can be selected. If your letter does not appear, it is suggested that you check back through recent issues of ALL HANDS, since many letters must be eliminated because they have been answered by previous material in the Letters column or elsewhere.

HASH MARKS

SIR: Many men seem to think that three years in the Naval Reserve are considered equivalent to four years in the regular Navy for purposes of wearing a hash mark. Is this correct?—I. S., Bkr3c, USNR.

• *No, four years of active service in either the regular Navy or Naval Reserve are required for eligibility to wear a hash mark, as set forth in Uniform Regs, 8-8 and 16-8. A forthcoming change in Uniform Regs will point out that the term "active service" in the Naval Reserve is employed to distinguish from "retired service," and that it is to be considered as meaning "service on the active list of the Naval Reserve, whether performed in an active or inactive duty status, or the two combined." ALL service in the Naval Reserve (which includes all classes thereof) may therefore be counted in determining eligibility for service stripes.*—ED.

SIR: May time spent in the Army, Marine Corps, Coast Guard, National Guard or Maritime Service, prior to entering the Navy, be counted toward a hash mark?—H. C., GM3c.

• *No.*—ED.

SIR: Is any permission or notification necessary from BuPers for a man to put on a hash mark?—E. W. G., CSp (X), USNR.

• *No.*—ED.

SIR: Many regular Navy enlisted men, now back on active duty, are wearing hash marks according to their total time in the Navy, both on active and inactive duty. Is this correct?—R. C. W., CY (Ret), USN.

• *No; as stated above, only time served on active duty may be counted by regular Navy men; however, for the Naval Reserve see answer to I. S. above.*—ED.

SIR: I have had 12 years of *broken service*, all with a 4.0 conduct mark and proficiency grade never below 3.5. Am I eligible to wear gold hash marks?—H. A. K., CBM, USN.

• *No, as Uniform Regs, 8-8 (1), provides that gold service marks may be worn only by enlisted personnel holding three consecutive good conduct awards or with 12 years of* continuous *active duty service, during which time records have been maintained with marks and qualifications equivalent to those necessary for the receipt of good conduct awards. In no case, however, may a man with less than 12 years' service wear the gold stripes.*—ED.

SIR: Will enlisted Waves, upon completion of the required four years' service, be allowed to wear hash marks?—M. L., S1c, USNR.

• *As yet, no decision has been made on this. Waves will not have served four years on active duty until Sept. 1946.*

SIR: Would you please define "minority enlistment" and tell us: (1) does it make one eligible for a hash mark? (2) If so, does it count toward gold hash marks, even though the enlistment was for less than four years?—R. W. S., S1c, USN.

• *A minority enlistment is one where a man enlists when he is under 18, his enlistment to expire one day prior to his 21st birthday.*

Although a minority enlistment expires one day prior to a man's 21st birthday, in wartime all enlistments are automatically extended, and unless the war ends before a man's minority enlistment is due to expire, he remains in the Navy.

(1) The completion of a minority enlistment does entitle one to a hash mark. (2) Any time served on a minority enlistment may be counted toward gold hash marks.—ED.

TORPEDOMAN'S MATE V

SIR: When referring to the TMV rate by name, what is it called? There is also confusion as to which arm this rating should be worn on.—J. P. K., AOM3c.

• *Although often referred to as "Aviation Torpedoman's Mate," the official name for the TMV rate is "Torpedoman's Mate V" (see BuPers Manual, Art. D-5101). The "V" designates that it is an aviation branch rating.*

All aviation branch ratings are worn on the left arm. Confusion may have arisen because TMV rating badges, which are now being manufactured for early distribution, have not been available, and TMV petty officers have purchased the right-armed Torpedoman's Mate (TM, seaman branch) rating badge. TMVs should, however, wear the TM rating badge on their left arm, even though it would mean that the eagle and torpedo would be facing in the wrong direction.—ED.

AIRCRAFT RECOGNITION

SIR: In the interest of accuracy, I should like to point out that the airplane shown in your May issue, p. 28, zooming over the smoking hull of a Jap destroyer

Official U. S. Navy photograph

is an F6F Hellcat, not a TBF Avenger as identified.—W. B. R., AS (V-12), ex-ARM2c.

• *You're right, of course:*

HELLCAT AVENGER

—ED.

LETTERS TO CONGRESSMEN

SIR: As a citizen I am eager to let the congressmen and senators from my home state know how I felt about certain actions which the U. S. has taken at the San Francisco Conference. May I write them without violating Navy Regulations?—L. P. C., Lt. Comdr., USNR.

• *There is no regulation which prevents naval personnel from corresponding with their representatives in Congress about matters of general national interest. Officers may not, however, apply for legislation or urge appropriations or congressional action on any subject, except with the consent and knowledge of the Secretary of the Navy, as provided by Navy Regs., Art. 95.*—ED.

REHABILITATION LEAVE

SIR: BuPers Circ. Ltr. 28-45 (NDB, 15 Feb., 45-153) states that rehabilitation leave granted in any calendar year is chargeable to annual leave for the year such rehabilitation leave is granted.

Various interpretations are being placed on the word "granted." If a man were granted 30 days rehabilitation leave which started 15 Dec. 1944 and extended until 14 Jan. 1945, would any of this leave apply against his annual leave for 1945?—L. P., RM2c.

• *No; rehabilitation leave is chargeable against annual leave for the year in which it was granted (i.e., authorized in this case, 1944). Even though the man had been granted 30 days leave on 31 Dec. 1944, and the leave started on 1 Jan. 1945, it would all be chargeable against his 1944 leave.*—ED.

TRANSFER TO NAN SCHOOL

SIR: Is it possible for a former aviation cadet who meets the requirements for the Naval Aviation Observer (Navigation) school, but who is at present in V-12, to transfer to the new school? The NAN School was closed when I entered V-12.—V. R. J., AS, USNR.

• *Yes; all enlisted personnel regardless of classification who were flight failures in primary or intermediate flight training may submit an application to BuPers, via channels, for transfer to NAN School.*—ED.

EX-APPRENTICE

SIR: In the April 1945 issue of ALL HANDS, p. 39, you say "apprentice" was changed to "apprentice seaman" on 26 June 1906. Being an ex-apprentice boy myself, your date does not conform with mine.

On 1 Dec. 1904 my rate was changed from first class apprentice boy to seaman 1c by bureau orders which discontinued apprentice boy. It is very vivid in my mind as we went on a larger pay status.

We have an association known as the U. S. Naval Ex-Apprentice Association with headquarters at 1600 University Avenue, Bronx, N. Y., and if your information is correct we would like to know it.

We are proud of being an "ex-boy" as we call it, and there are quite a few of us back in the service doing our part.—A. G. L., CBM, USN (Ret).

SIR: . . . The rating of apprentices was abolished in 1904, when all apprentices 3c were rated to apprentices 2c, which was then changed to ordinary seaman apprentices 1c were changed to seaman. The rating corresponding with apprentice 3c was landsman. I believe it was the landsman rating which was changed to apprentice seaman in 1906 when ordinary seaman became seaman 2c, and seaman became seaman 1c.

The rating of apprentices existed in the Navy from 1797 to 1904, so any one who is entitled to wear the figure-of-eight (apprentice knot) must have enlisted in that rating over 40 years ago.—C. H., CSK, USN (Ret).

• *Our source was "Laws Relating to the Navy," compiled by George Melling, which says on p. 536: "The term 'apprentice' was changed to 'apprentice seaman' by an act of 29 June 1906 (34 Stat., 553)."*

The law to which Melling refers deals with naval appropriations, and, although it speaks of apprentice seaman by that name, we find nothing which specifically says that it changed the name from "apprentices."

However, further research has shown that General Order 178, dated 29 Nov. 1904, signed by President Theodore Roosevelt and Secretary of the Navy Paul Morton, says: "From and after this date, no persons will be enlisted as apprentices, third class, and all persons without sea experience who are enlisted in the seaman branch will be enlisted as 'apprentice seaman.'

"On 1 Dec. 1904 . . . all apprentices, first class, will be rated seamen; all apprentices, second class, will be rated ordinary seamen; and all apprentices, third class, and landsmen will be rated apprentice seamen."

The same order, incidentally, established the pay for apprentice seamen at $16 monthly and provided for $5 extra pay per month for ordinary seamen detailed as jacks-of-the-dust or as lamplighters.—ED.

FAMILY ALLOWANCES

SIR: (1) Is a marriage certificate required to accompany an application to BuPers for family allowance for a wife of an enlisted man who gets married while in the service? (2) Is a birth certificate required to accompany an application to BuPers for family allowance for a child born to an enlisted man while he is in the service?—O. W. W., Y1c.

• *(1) No, if the enlisted man makes the application; yes, if the wife makes the application unless page 7 of the enlisted man's service record indicates she is his wife. (2) No, if the man applies; yes, if the wife applies.*—ED.

SERVICE RECORD

SIR: What disposition is made of an enlisted man's service record upon discharge? Is it possible to obtain either the original or a copy?—H. J., SM2c.

• *A man's service record is retained by the Navy as a part of his official record, and it is not possible to obtain either the original or a duplicate. However, upon discharge, the dischargee receives a Notice of Separation from the U. S. Naval Service (NavPers 553), which contains pertinent information from his jacket.*

A Continuous Service Certificate is issued by BuPers to any man who is eligible under the provisions of BuPers Manual, Art. D-4005. This certificate is the property of the man and is given to him at time of any subsequent discharge.—ED.

THE MONTH'S NEW

OKINAWA IS OURS ... U. S. PLANES HIT JAPAN HARDER ... BORNEO INVADED

PERIOD 21 MAY THROUGH 20 JUNE

Bitter Battle Won

The battle for Okinawa was over—the bitter, slogging battle that had raged for 82 days and had cost at least twice the toll of bloody Iwo. Fleet Admiral Nimitz announced on 21 June that organized enemy resistance had ended on the big island that gives us a base at Japan's front doorstep.

The final drive of the campaign began 18 June when fresh, eager marines of the 8th Regimental Combat Team, newcomers to the fight, smashed through the last Jap defense line and, by 20 June, battered their way to the town of Udo on the southern shore of the island. The maneuver, supported by the 5th Marine Regiment on the left flank, secured a 1,000-yard strip of the south coast and cut the remnants of the close to 100,000 Jap defenders of the Ryukyu bastion into two large pockets and several smaller ones.

Even the Japs realized the end was near. Hundreds of them jumped from the high cliffs into the sea or onto jagged rocks at the southern tip, while hundreds more died under a mighty barrage of heavy shells from battleships, cruisers and destroyers of the fleet standing close offshore. Enemy units by-passed by the lunging marines were being scorched and hammered by flame-throwers and tanks.

Lt. Gen. Simon Bolivar Buckner Jr., the man who directed land operations in this campaign which will give American forces ship and plane bases and an excellent staging area within 350 miles of Japan, died before he could see the final results of his work. On the day the marines jumped off on their final assault the general was hit by a large shell fragment while watching the attack from a forward observation post. He died within 10 minutes, the first Army commander to be killed in the war and the 18th general officer killed in action. Lt. Gen. Roy S. Geiger, USMC, commander of Marines on the island, was put in temporary command. Later Gen. Joseph W. Stilwell was shifted from his post as commander of Army ground forces in the U. S. to lead the 10th Army in future operations.

During the past thirty days of the campaign, infantrymen and marines smashed through three major defense lines and scores of smaller strongly defended areas. The Japs tried everything to hold their positions — suicide demolition squads pitted against U. S. tanks, heavy night attacks with Japs dressed in U. S. Marine uniforms, persistent Kamikaze air attacks on the fleet (see p. 42).

The first break came on 23 May when American infantry entered Yonabaru, eastern anchor of the main Okinawa line, then swung around the apparently abandoned ruins of the city to take high ground dominating other towns to the south. Although patrols had entered the smashed capital of Naha, it was not seriously threatened until Marines threw two bridges across the Asato River and drove into the city in force on 25 May.

Oozing mud and torrential rains held American ground advances to the minimum while the war shifted to the air and sea for five days during which the Marines advanced slowly in Naha and fleet guns and land-based aircraft pounded Jap positions. Kamikaze planes roared over in force on two days, sinking one light naval vessel and damaging 21 others. At least 188 of the attackers were brought down by AA fire and fighters.

On 30 May hard-fighting Marines sloshed ahead over a rain-bogged battlefield to capture ancient Shuri castle, keystone of the tough Shuri line, while other forces punched through broken enemy defenses at other places below the town and castle.

From then on gains increased daily. Chinen Peninsula, on the southeast coast, was cut off by the 7th Infantry in a quick encircling maneuver which gained two miles. Other advances were made all along the line with some units pushing to within five-and-a-half miles of the southern tip of the island.

Next day the 6th Marines pulled an unscheduled, hurriedly planned amphibious operation, jumping from Naha to the north coast of the Oroku Peninsula, establishing a 1,200-yard bridgehead and taking half of Naha airfield, best in the Ryukyus. The marines then bridged the Ko Kuba estuary to Onoyama Island and, by nightfall, were pulling reinforcements across

(Continued on Page 42)

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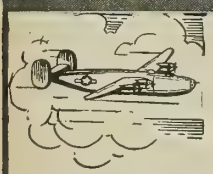
WHAT HAPPENED & WHERE

1. Two heavy incendiary attacks on Tokyo by B-29s burn out 51 square miles of the capital (24, 26 May).
2. Chinese capture inland port of Nanning (27 May).
3. Yokohama razed in first B-29 fire-bomb attack (29 May).
4. Japs' Shuri line on Okinawa cracked as 1st Marine Division captures Shuri Castle (30 May).
5. Eighty percent of Formosa's industrial capacity has been knocked out by the Far Eastern Air Force, it is announced (1 June).
6. Great Britain forms new 12th Army in Burma (2 June).
7. Osaka set ablaze in three great raids by B-29s (1, 7, 15 June).
8. Chinen Peninsula cut off by Okinawa Yanks (3 June) and captured (6 June).
9. Fast carrier task forces raid five Jap airfields on Kyushu (3, 4 June) and Kanoya air base (9 June).
10. Eighth Army troops make two landings on southeasternmost tip of Mindanao (5 June).
11. Five hundred Superfortresses dump 3,200 tons of incendiaries on Kobe, Japan's sixth largest city (5 June).
12. Australians make four landings on Brunei Bay area of northwestern Borneo (10 June).
13. Rail center of Ishan captured by Chinese (11 June) and recaptured by Japanese (13 June).
14. U. S. infantry dashes 22 miles into Cagayan Valley on northeastern Luzon (14 June).
15. Yaeju-dake escarpment on Okinawa outflanked on east and summit reached at many points by Americans (14 June); Okinawa falls (21 June).
16. Suburbs of Liuchow reached by Chinese (15 June).
17. Chinese capture second coastal port, Wenchow (18 June).

LAST AUGUST



Allied naval forces clamped the second arm of a giant pincers on Nazis in France by landing a U. S.-French army on the Riviera. In the Pacific marines and soldiers completed conquests of Guam and Tinian while U. S. planes prepared the way for future amphib strikes by bombing Iwo and Philippines.

AUGUST 1945

SUN	MON	TUE	WED	THU	FRI	SAT
*	*	*	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	*

What will we do this year?

ALL HANDS
CHRONOMAP
ALLIES AND OCCUPIED TERRITORY
JAPAN AND OCCUPIED TERRITORY
NEUTRAL
SOVIET UNION
MONGOLIA
MANCHURIA
Bering Sea
Sea of Okhotsk
VLADIVOSTOK
Sea of Japan
KOREA
TOKYO
JAPAN
Yellow Sea
CHUNGKING
CHINA
SHANGHAI
East China Sea
Pacific Ocean
OKINAWA
IWO JIMA
HONG KONG
FORMOSA
MANILA
South China Sea
PHILIPPINES
GUAM
FRENCH INDOCHINA
Gulf of Siam
Sulu Sea
MALAYA
SINGAPORE
BORNEO
Makassar Strait
Equator
Java Sea
Banda Sea
NEW GUINEA
JAVA
Arafura Sea
Torres Strait
Indian Ocean
Timor Sea
AUSTRALIA
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Official U. S. Navy photograph

SARATOGA, oldest U. S. carrier, burns after being hit off Iwo. Her extensive damage has since been repaired.

Official U. S. Marine Corps photograph

MUD and water hamper Marine artillerymen, about to move from flooded emplacement on Okinama.

from Naha. On the east the Army was quickly clearing Chinen Peninsula.

Relentlessly the Yanks rolled on. By 7 June nearly all Japs on Okinawa were pinned atop high ground at the southern end of the island, on and behind the Yaeju-dake escarpment. Chinen Peninsula enemy forces were penned in a limited area and the 6th Marines were slowly wiping them out. Naha airfield was captured. One day later Oroku Peninsula was cleared and guns and tanks, helped by clearing weather, were pounding at hundreds of caves burrowed into the escarpment.

As the suicide planes resumed their attack on 9 June, damaging two small vessels but losing 67 aircraft, the last Jap ground defenses were pummeled by naval, air and ground attack.

Six furious days of thundering assault finally broke Yaeju-dake on 12 June. Troops of the 96th Infantry scaled the slopes of the escarpment and clung to two small toeholds on the summit in the face of violent Jap counterattacks. To the east the 7th Division occupied a hill and to the west the 1st Marines wrested another from the Japs. Tanks roved the battle area, supporting the doughfeet. The 96th scaled another sector of the escarpment with ropes the following day, followed on 14 June by the outflanking of the eastern end of the line.

Even for Japan's Premier Suzuki it was too much. On the 15th, as Yaeju-dake hill, the highest point on Okinawa, was captured by the 96th and the encirclement of the whole line was developing at both ends, Suzuki conceded the loss of the island.

Preparations for the final breakthrough were made during the next two days with general advances achieved in all sectors until the new Marine combat team was ready to jump off on 18 June and begin its sweep down to the southern tip.

During the final days of fighting General Buckner offered unprecedented "'honorable surrender" to the remaining Jap forces but it was refused. A short time later the body of Admiral Minoru Ota, commander of Jap naval forces on Okinawa, was found dead with his staff in a cave. All had slashed their throats.

Okinawa cost the U. S. forces at least 45,000 men killed, missing and wounded. In land operations through 19 June, Fleet Admiral Nimitz announced, 4,417 soldiers and 2,573 mamines were killed or missing, 17,033 soldiers and 12,565 marines wounded —a total of 36,588. Up to 23 May, date of the latest announcement at the time Okinawa fell, fleet losses totaled 4,270 dead or missing and 4,171 wounded. Jap casualties totaled 90,401 killed, and about 4,000 captured.

The invasion had begun on Easter Sunday, under the command of Admiral Raymond A. Spruance, USN, Commander 5th Fleet. On 2 June, with the campaign progressing favorably, Admiral Spruance and his staff shifted to temporary headquarters on Guam, and Admiral William F. Halsey Jr., USN, and his powerful 3d Fleet returned to action in the Western Pacific. At that time the 10th Army was placed directly under Fleet Admiral Nimitz, and Admiral Richmond K. Turner, USN, who had simultaneously commanded Amphibious Forces, Pacific Fleet, and the 5th Amphibious Force, relinquished command of the latter to Vice Admiral Harry W. Hill, USN.

Victory's Price

Death and destruction to ships and men plummeted out of the blue Pacific skies last month to bring to the U. S. fleet its greatest casualties in any single campaign in its history. Jap suicide tactics tested in the Philippines and at Iwo achieved only partial success at Okinawa in sinking American ships and killing American fighting men. In their avowed purpose—complete destruction of the U. S. fleet —they failed miserably.

As the bitter Okinawa campaign neared its end, Vice Admiral Marc A. Mitscher, USN, commander of Task Force 58, reported that only about 1% of the Kamikaze pilots were hitting targets. He added that "we're not particularly concerned about it because daily it is being reduced, and the indications are that it will be further reduced." The admiral himself had been on two ships which had been "kamikazed."

Later Fleet Admiral Nimitz stated that 30 American vessels had been sunk and 45, including two major units, had been damaged. Some British units also have been hit but none sunk. For the damage to the American fleet, the Japs paid dearly, losing more than 4,000 aircraft in the Okinawa campaign.

In fighting off the Jap Special Attack Corps. the Navy won new honors for both its ships and men. Ships so badly battered that it seemed incredible they could remain afloat, continued to fight back and, after undergoing repairs, sallied forth again to battle.

'Sara's' Saga

Biggest vessel to sustain severe damage was the venerable *Saratoga*,

CASUALTY FIGURES

Casualty figures among naval personnel through 20 June totaled 119,412. Totals since 7 Dec. 1941:

	Dead	*Wounded*	*Missing**	*Prisoners**	*Total*
U. S. Navy	28,505	18,194	9,901	2,358	58,958
U. S. Marine Corps	16,052	40,536	878	1,873	59,339
U. S. Coast Guard	806	213	96	——	1,115
Total	45,363	58,943	10,875	4,231	119,412

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.

Official U. S. Marine Corps photographs

MARINE observation plane flies low over battered Naha, capital of Okinawa, while the Japs still held the city.

BAKA BOMB, Japs' one-man suicide rocket, is one of several abandoned by enemy on Okinawa airfield.

for years the Navy's largest and fastest aircraft carrier and, at one time, its only carrier in operation in the Pacific. Old *"Sara"* took a terrific beating — seven direct hits by bombs and suicide planes turned her into a raging inferno of flaming steel, killing 123 of her crew and wounding another 192.

The action took place off Iwo Jima as *"Sara"* returned from the first large carrier-plane strike on Tokyo. At 1700, while she was launching her planes, 9 or 10 Japs roared in. Four were shot down. Four others managed to crash and bomb the carrier. A fifth, after it was knocked down alongside, caromed off the water and exploded, tearing a large hole in the *"Sara's"* side. A bomb from another plane blew a hole in her side below the water line, rupturing fuel lines.

In spite of the damage the carrier was able to gain speed and move on. While men fought heroically to stem the blazes, another attack developed an hour and a half after the first. One Jap dropped a bomb on the *Saratoga* before crashing on the port side.

Although severely damaged again, the carrier managed to take on her planes which had been circling the ship and running low on gas. She then proceeded to a friendly base for temporary repair. Later, at Puget Sound Navy Yard she was repaired in record time—under two months.

"The *Saratoga* was the most extensively damaged vessel the yard has ever received," said the hull superintendent. "She had more varied types of damage all at once than any ship we've seen since Pearl Harbor."

The *"Sara"* is now back in action against the Japs.

'Gallantry, Tenacity . . .'

Doughty little destroyers have suffered most damage from the Special Attack Corps. Because they maintain the picket screen which protects the major fleet units, they are often singled out for attack by suicide pilots unable to penetrate to the battleships and carriers. One DD, the *Laffey*, took more hits than the *Saratoga*, yet survived to fight again.

Six suicide planes managed to crash on the *Laffey's* superstructure. Two others dropped bombs on the little 2,200 - tonner. But, though flames shrouded her entire superstructure her blazing guns fought back, knocking down eight more Jap aircraft. The toll taken by the Japs was 31 killed or missing and 60 wounded.

Others which suffered severe damage but managed to continue afloat were USS *Hazelwood*, hit on the bridge; USS *Haraden*, also hit near the bridge; USS *Lamson*, damaged amidships; USS *Hadley* and USS *Evans*, both damaged in a bitter battle. Secretary of the Navy Forrestal, in a statement praising the "gallantry, tenacity and devotion to duty which our naval forces have exhibited" at Okinawa, told the story of the *Hadley* and *Evans*.

"Both destroyers had been at general quarters throughout the night of 10-11 May . . . due to attacks by several enemy planes which harassed their formation during darkness. Shortly before 8 o'clock on the morning of 11 May a low-flying seaplane attempted a suicide attack on the *Hadley* and was shot down; the pontoons of this plane, which were apparently filled with explosives, were seen to explode as the plane hit the water.

"Soon after, several formations of enemy planes, totaling about 150 aircraft in all, were reported to the north. They were immediately attacked by our fighters but many of them broke through and attacked the *Hadley* and *Evans*. For the next hour and a half . . . the two destroyers, maneuvering at high speed and firing all guns, were under continuous attack by suicide planes.

"In the ensuing melee, Navy fighter planes shot down about 50 enemy planes, and the two destroyers accomplished the amazing feat of destroying 42 enemy planes between them, the *Hadley* 23, the *Evans* 19. Toward the end of the battle, as our Navy fighter planes ran out of ammunition, there were several cases in which our pilots actually 'rode' enemy planes into the water, flying closer and closer above the Jap until he was forced into the sea. In two instances a heroic Marine pilot interposed his plane between the *Hadley* and an attacking suicide plane, forcing the Jap aircraft to break off its attack."

Other ships were just as tough but were hit in more vital places and were sunk. The destroyer *Mahan* took seven hits before she went down. USS *Emmons*, a fast minesweeper, suffered five suicide hits but finally was sunk by U. S. forces 12 hours later.

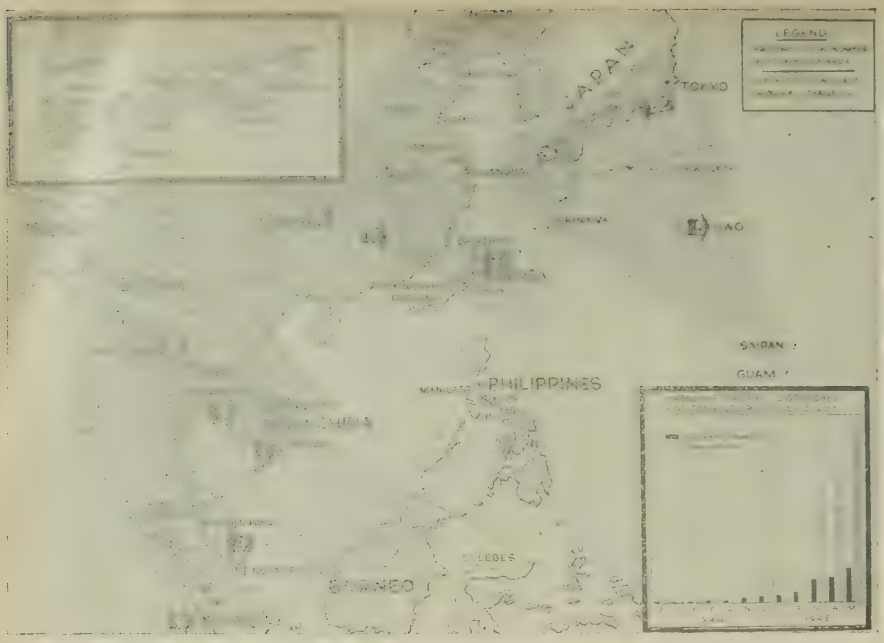
Also lost in action last month was the destroyer *Longshaw* which ran aground on a reef a mile off Naha and was shelled by enemy shore batteries until she exploded from a direct hit in her magazine. The Navy Department also announced the loss of the destroyers *Morrison, Luce, Drexler* and *Little* off Okinawa; the high-speed transport *Bates;* the minesweeper *Swallow;* the *YMS 481* and the following amphibious vessels: *LST 447, LSM (R) 194, LCS (L) (3) 15, LSM 190* and *LSM 195*.

Air War on Japan

Swiftly, methodically B-29s of the Army's 20th Air Force continued last month to reduce to ashes the once-great industrial cities of Japan, while the Navy's carrier planes added to the havoc by strafing and bomb-pocking the airfields from which Jap planes might have risen to ward off our steadily mounting aerial blows.

It took the B-29s only two flaming raids to wipe out much of the remains of Tokyo and another virtually to destroy the port city of Yokohama. Three more pretty well eliminated Osaka, and Kobe blazed furiously after one heavy attack.

The Superfortresses moved into high during the month, mounting blows with as many as 550 planes. They spilled 4,500 tons on Tokyo in a single raid and returned within 48



YEAR'S OPERATIONS of 20th (B-29) Army Air Force from bases in India, China and Marianas are summarized on this map issued by War Department.

hours to dump nearly 4,000 more on the smoldering ruins. Those two raids brought the total destruction inflicted by B-29s to more than 51 square miles of the capital. Arsenals, electric plants, engine plants and "shadow factories" were scratched from the list of Japanese industry. Tokyo was largely finished as far as any more contribution to the Nip war effort was concerned.

In Yokohama the job was repeated. It was the first and only attack on Tokyo's port city but by Tokyo radio's own admission, the 450 planes gutted the districts of Tsurumi, Hodogaya, Naka and Kanagawa, all choked with war industries. Sixty thousand homes were destroyed and 250,000 people left homeless in this daylight strike of 29 May.

Three times during the month (1, 7, 15 June) the huge planes winged over Osaka, Japan's chief industrial city. The final assault was made by 520 bombers toting 3,000 tons of incendiaries which set ablaze steel, iron and precision works in the southwestern part of the city and also plastered the adjacent industrial city of Amagasaki.

Kobe, Japan's chief seaport and sixth largest city, was turned into a sea of flame by more than 400 Superforts which attacked it from one end to the other, skipping only a three-mile area west of the shipyards which had been burned out in a previous attack.

So successful had been the assaults on large industrial cities that, by 18 June, the Marianas-based air task forces were able to turn to smaller industrial cities. On that day "excellent results" were obtained with fire raids on Kagoshima and Omuto on the island of Kyushu and Yokkaichi and Hamamatsu on Honshu.

B-29 crews were not the only busy airmen last month. Admiral William F. Halsey's 3d Fleet carrier task force hammered at Kyushu's network of airfields in a two-day raid, 3-4 June, planned to lessen further Jap suicide attacks on the U. S. fleet off Okinawa. Later in the month, 11 June, the Halseymen made one of the great precision attacks of the war, bombing and strafing Kanoya airfield on Kyushu. Using fragmentation bombs, each pilot was assigned a single revetment on the field. The destruction of parked Jap aircraft was systematic and effective.

On other Pacific air fronts it was reported that the Far Eastern Air Force under Lt. Gen. George C. Kenney had destroyed 80% of Formosa's industrial capacity in four months of intense strategic bombing. More than 10,000 tons of bombs have been dropped on the Jap island since the capture of Philippine air bases. The same air force, combing the seas of the Pacific for enemy vessels, sank or heavily damaged 2,117,482 tons of enemy shipping between 1 January and 31 May.

Action Under the Seas

Up from under the seas and from under the necessary cloak of military secrecy which had covered many of their exploits since the start of the war came the Navy's submarines last month—to take their rightful place alongside other heroic fighting ships which first staved off, then conquered the fleets of Japan.

For the first time in this war the Navy released news of the activities of several gallant underwater killers, revealing in many cases the reasons why so many of their men have been so often decorated.

"Men of our submarines mounted America's first offensive in the Pacific," said Secretary Forrestal in announcing relaxation of some security restrictions. "They share in the honor of destroying Japan as a naval power. Most of all, their deeds have spelled the death of Japan as a maritime power. They have driven Japanese shipping and convoys either to cover or to the bottom of the Pacific. They have helped to isolate the island links in Japan's chain of conquests, causing the lifelines of Japan to atrophy."

In many instances the tales of adventure of the undersea raiders were almost unbelievable (see p. 56).

That the long, hard-fighting careers of American submarines have produced tangible results was made evident last month by Fleet Admiral Nimitz in a speech made to 14 submarine officers and men he was about to decorate.

"A year ago, on an occasion similar to this one, I reported that our submarines had sunk 2,500,000 tons of Japanese shipping. Today I can add to that figure 2,000,000 more tons, making approximately 4,500,000 since our submarines first began to make this ocean anything but a pacific one for the Japanese Navy and the Japanese merchant marine," said Admiral Nimitz.

"Between 7 Dec. 1941 and 5 May 1945 our submarines alone have sunk a total of 126 enemy warships, including 4 carriers, 17 cruisers and 53 destroyers. They have sunk 993 noncombatant ships. The total number of Japanese vessels which have been sunk is 1,119 . . . Today no enemy warship and no enemy merchant ship can venture upon the waters of the Pacific without the well-grounded fear in the heart of its men that they will never return to home base. You have met the enemy and the enemy is yours."

Recent successes scored by American submarines in Far Eastern waters include the sinking of 25 enemy vessels, five of them combat vessels. By 19 June the Navy Department announced that 1 destroyer, 2 medium patrol vessels, 3 small patrol vessels, 1 coastal minelayer, 1 medium cargo vessel, 1 large tanker, 2 medium tankers, 6 medium merchant vessels, 2 medium freighters, 2 small cargo vessels, and 4 small merchant vessels had been destroyed by U. S. subs.

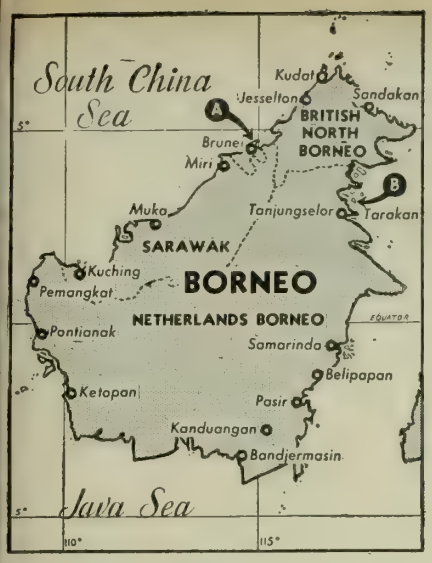
New Landings on Borneo

Bewildered and bomb-hammered, Jap defenders of the rich East Indies were beginning to feel the strength of the Allies' mighty amphibious forces. Only three weeks after the oil-rich island of Tarakan had been secured, Australian troops, supported by U. S. Navy ships and American aircraft, smashed ashore at four points on the Brunei Bay area of northwest Borneo and moved inland with amazing speed.

On the first day (10 June) men of the famed Australian 9th Division, the "Desert Rats" of the African campaign, went ashore against negligible opposition on the southwest tip of Labuan Island and quickly captured the town of Victoria and its airfield. Other landings were made at Brooketon, on the mainland, and near Brunei, capital of the Brunei sultans.

Within four days the Diggers were mopping up on Labuan and by the fifth Brunei had been captured after another landing east of the city, only 200 yards from the town. Next day they had captured their third airfield and were consolidating their gains with a view to utilizing the recaptured territory for bases of future operations.

General of the Army MacArthur, under whose command the new cam-



IN BORNEO new Allied landings at Brunei (A) followed up previous month's landings on Tarakan (B). Japs have admitted loss of Tarakan.

paign was being waged, asserted that the invasion—only 800 miles north of Singapore and 600 miles east of Indochina—gave the Allies control of the entire Asiatic coast from Singapore to Shanghai.

A few days after the landing, Rear Admiral Forrest B. Royal, USN, who had commanded the 6th Amphibious Group in the assault at Brunei Bay, died of heart attack aboard his flagship.

Back on the Philippines where major Japanese resistance remained on only two islands—Luzon and Mindanao—the infantry slogged slowly forward, pinning the enemy on Luzon at the northern end of the island and trapping more Japs on Mindanao with another landing.

The tough battle for Luzon moved slowly through the hill country until the Yanks, after a stubborn battle, captured Santa Fe. Then they began the drive for lush Cagayan Valley. On 9 June they seized Bayombong after a seven-mile advance from Bambang in the narrow Magat River Valley, 27 miles from Cagayan. Pushing slowly ahead they broke into the Cagayan Valley, where the Japs are expected to make their last stand, on 13 June and, the following day, drove 22 miles in one day, seizing the town of Santiago and Echague.

Eighth Army troops, with warship and air support, landed at Cape San Agustin, southeasternmost tip of Mindanao, and on Balut Island against light resistance on 5 June. The operation effectively sealed off Davao Gulf.

Chinese Offensive

Surging into the offensive on nearly all of their many fronts, rejuvenated Chinese armies last month recaptured another vital coastal port and swept on towards Shanghai, hacked away at the Japs' supply corridor between China and French Indochina and battered within bare miles of two former big American air bases at Liuchow and Kweilin.

Under increasing pressure from the Chinese, the Japs were making general withdrawals in Hunan and Kwangsi provinces, fighting only stiff delaying actions in order to evacuate troops without great losses. Several sharp battles delayed the Chinese drives in the vicinity of the former U. S. air bases and in Kwangtung where the Japs were making slight gains in operations designed to maintain their hold on Canton and Hong Kong.

The coastal drive began with the capture of Foochow in Fukien province. Chinese troops continued to advance, clearing out all Japs on the Min River, and then started to drive up the coast toward Wenchow. Pushing south out of their Wenchow pocket, the Japs reached Pingyang in a counteroffensive on 2 June but by 8 June the Chinese had cleared a 105-mile stretch of the Fukien coast. Three days later the Chinese liberated Futing, advanced to Pingyang in two more days and, on 19 June, recaptured the former treaty port of Wenchow.

Multi-pronged Chinese attacks along the Hunan-Kwangsi front scored important gains and seemed to assure imminent capture of Liuchow, Kweilin and Paoking. The Liuchow drive gained momentum on 22 May with the capture of Hochih. Nanning, inland port and southern end of the Jap inland transport line from Manchuria, toppled on 28 May and the Chinese moved on to take Ishan to the north. But the Japs were more stubborn there. They battered back into the town and held it until 16 June when the Chinese finally reoccupied the town and advanced toward Liuchow.

Progress was slower to the north. The Chinese were having difficulty near Kweilin although they managed to start a pincers on the former airbase city and hold on to their gains. Still farther north the Chinese pushed on Paoking, smashing the Jap defense line protecting the city on 3 June and pushing to within five miles of the outskirts.

EUROPE

Occupation of Germany

A dazed, weakened German people, faced with a bleak prospect of food and labor shortages and the greatest reconstruction job in history, struggled for bare existence last month as the Allies clamped a stern military rule on the vanquished Reich.

The country was trimmed back to its limits as it was on 31 Dec. 1937, before the annexation of Austria. A joint Allied declaration announcing the assumption of control of Germany for an indefinite period of occupation and making no promises whatsoever to the Germany people was made simultaneously in Washington, London and Moscow. Four zones will be governed by the United States, Great Britain, Russia and France with a joint Allied Control Council, probably located in Berlin, deciding matters affecting Germany as a whole.

The ruling nations will be represented on the council by General of the Army Dwight D. Eisenhower, Field Marshal Sir Bernard Montgomery, Marshal Gregory Zhukov and Maj. Gen. Jean de Lattre de Tassigny who will be in individual charge of the four zones.

Fifteen stringent articles dealing with Germany will be put into effect. They include complete disarmament, the surrender of all armed units and forces, evacuation of all territories outside the restored borders, surrender of aircraft, ships, war materials, war plants and equipment; surrender of all Allied prisoners; surrender of all principal German leaders as specified by the Allies' representatives and all persons suspected of having committed or abetted war crimes, and forbids destruction, transfer or damage to military, naval, shipping or in-

QUOTES OF THE MONTH

• *Roy M. Brown*, labor union official, on return from Pacific tour: "We have seen, we have heard, and we have been actually overwhelmed by the unbelievable scope of our war in the Pacific with the Japs."

• *Corp. Craddock Goins Jr.*, USMC, back home from Iwo: "Marines long ago stopped thinking of them (Japs) as human beings—just nasty little things to be wiped out as conveniently as possible."

• *New York tugboat skipper*, who has berthed battleships and LSTs: "Funny how an admiral will turn his ship over to me without worrying—but the skipper of a little LST will worry and fret the whole time."

• *Bill Mauldin*, soldier cartoonist: "They (veterans) are so damned sick and tired of having their noses rubbed in a stinking war that their only ambition will be to forget it . . . . They don't need pity, because you don't pity brave men."

• *Gen. Omar Bradley*, when asked how it felt to be leaving combat duty: "Well, the combat sort of ran out over there anyway."

• *Japanese radio*, on how to escape injury in B-29 air raids: "You can run quite a distance in the opposite direction after sighting the (falling) explosives."

• *Western sheriff*, who rode Jap bomb balloon for 55 minutes of hedgehopping trying to stop it: "I was plumb tuckered out. Felt like I was in the middle of a nightmare."

• *Albert Speer*, former Nazi Minister of Production, when captured by British troops: "I am glad. It was only an opera—a comic opera, anyway."

• *President Truman* to General of the Army Eisenhower the morning after a White House buffet supper in the latter's honor: "I don't know about you, but I had a good time last night."

Official U. S. Navy photographs

GERMAN'S CHIEF PORT, Bremen, is under control of a Navy task force that was transported 400 miles overland by Army. Men occupy former Nazi barracks (left). Navy uniforms and jeeps are familiar sights around Bremen (above).

dustrial material, or records or archives.

Under the declaration all state, municipal or local governments will be taken over by the Allies who will direct all railways, transport, communications and radio services.

Failure to abide by the articles of government will bring about "whatever action may be deemed appropriate under the circumstances."

Although occupation zones of the four powers were not definitely announced, it was understood that Russia would occupy an eastern zone, Britain a northwestern zone, the U. S. a southwestern zone and France a western zone between Britain and the U. S. To handle the job for the United States, three armies—the 3d, 7th and 15th—will remain in the Reich. The 9th Army, once slated as an occupation force with the 15th, was expected to return to America by the end of July while the 15th may be redeployed to another war theater by the end of the year, depending on conditions in Germany.

Headed West

The ball-turret gunner ducked out of the open bomb-bay doors, knelt and reverently kissed the hot asphalt of the runway. "Good old U. S.," he said. "I'm home!"

On airdromes and the wooden planking of piers in several East Coast ports the scene was repeated often last month as ground and air veterans of the Battle of Europe returned from the task of whipping Germany. But for most of them it was only a temporary respite.

A comparative few were to be discharged under the Army's point system. Thousands of released PWs were guaranteed discharge or duty in the States.

But millions were scheduled for leave, retraining and embarkation for the Pacific where, Commander-in-Chief Truman promised the Japs, more than 3,500,000 troops will be hurled into an intensified drive to conquer the Oriental enemy.

As redeployment to the Pacific began in earnest, the President, in a message to Congress, announced that a mighty army would crush Japan just as Germany had been smashed. Allied forces propose to pin down Jap forces where they now are and destroy them piece by piece; concentrate overwhelming power on each segment which we attack; use ships, aircraft, armor and artillery and all other materiel in massive concentrations to gain victory with the smallest possible loss of life, said the President.

In keeping with his report, men of the 1st Army and the 8th and 15th Air Forces were already being sent to the Japanese front. Tokyo radio reported that B-17s and B-24s were already massing on American island bases in the Pacific and even claimed that one Liberator force had raided a Jap home island.

Atlantic Boxscore

Marauding German U-boats were all set to open another phase of the Battle of the Atlantic with some 150 to 170 operational raiders when the new undersea blitz was halted by the Reich's unconditional surrender.

This and other facts about the long and costly war at sea were disclosed last month by the Allies following the fall of Germany.

The operational submarines were all new and "obviously being fitted and readied for a very intensive campaign," according to a U. S. Navy spokesman. They comprised approximately one-third of Germany's entire undersea fleet.

Throughout the 68-month campaign, the Allies sank a total of 713 U-boats. British forces scored the greatest number of kills, 462, while U. S. and other Allied forces were credited with 151 sinkings. An additional 100 U-boats were known to have been destroyed by mines and other causes. One German U-boat was sunk by USS *Herring*, an American submarine, in the Bay of Biscay, home of the U-boats in France. Challenged by an unseen vessel while on patrol, the *Herring's* skipper, Comdr. John Corbus, USN, ordered all tubes made ready and made a search for the challenger, thinking he might be closing in on an enemy blockade runner.

He finally sighted the other vessel and identified it as a U-boat, slithering along on the surface. At close range the *Herring* fired two torpedoes, both of which hit, and the *Herring* got credit for the only Nazi U-boat sunk by an American submarine.

In the destruction of some U-boats, combined U. S., British or Allied forces received joint credit, and shore-based and carrier-borne air forces cooperated, which resulted in a fractional designation in some categories. Final figures cover all submarines sunk, whether in the Atlantic, Mediterranean, Indian Ocean, Baltic, Arctic or other waters.

Sunk by:	U. S. forces and other Allied forces (except British Empire forces under U. S. control	British Empire forces and other Allied forces (except U. S. forces) under British control	Total German U-boats assessed as sunk
Ships	30½	205½	236
Shore-based aircraft	45	179½	224½
Carrier-borne aircraft	32	18½	50½
Joint ship-shore-based aircraft	7½	21½	29
Joint ship-carrier-borne aircraft	6	4	10
Submarines	1	25	26
Bombing raids on U-boats afloat in enemy ports	29	8	37
Total	151	462	613

The U-boat war came perilously close to American coastlines in two

sectors—the Atlantic seaboard and the Gulf of Mexico. More seriously hit of the two was the Gulf sea frontier where, from February 1942 until V-E day, 111 Allied ships were attacked and 882 men killed or wounded by the enemy. Only 15 of the vessels were salvaged while 92 were sunk, many of them going down in flames. In 1942, 107 ships were attacked. Four were attacked the following year and none in 1944 or 1945. May, June and July of 1942 were high months, the Navy reported. Twenty-five ships were sent to the bottom immediately outside New Orleans and 25 off Florida between Key West and Daytona Beach during 1942. Navy officers estimated they battled at least 34 different submarines in the Gulf area.

Off the Atlantic seaboard German U-boats first became active the 43d night after Pearl Harbor. From then on, for 177 days, the enemy prowled the coastal waters, sinking 27 ships totaling 109,795 tons.

Most of the U-boats still at sea on V-E day were accounted for within two weeks after the end of the war. However, four to six were still missing from the list of those obtained by the Allies. One U-boat was reported scuttled off Portugal early in June but most were captured or turned into Allied ports.

Mine-laying German U-boats effectively bottled up shipping in five U. S. East Coast harbors at different periods throughout the war. For three days in November 1942 no ships moved in or out of New York. Five German mines were swept from the approaches. Chesapeake Bay was twice closed to traffic because of mines, first on 16-17 June 1942 and later on 12-14 Sept. of the same year. Five vessels were damaged or sunk during the first period. Jacksonville, Charleston and Wilmington were also closed briefly because of enemy mines. German submarines also sowed 10 mines at the entrance to the Panama Canal near Colon and four more off the British West Indies.

Allied and neutral countries lost 4,770 merchant ships from direct war causes—more than half of them to enemy U-boats—between 3 Sept. 1939 and 8 May 1945, it was disclosed last month in a joint announcement by the U. S. Navy and British Admiralty. The loss amounted to 21,140,000 gross tons. At the same time the War Department reported that 3,604 American soldiers, of the 4,453,061 sent to the European-African theater, had been lost on 41 troopships sunk or damaged.

American losses were 538 ships of 3,310,000 tons, the British Empire lost 2,570 ships totaling 11,380,000 tons, other Allies 1,172 ships of 5,030,000 tons and neutrals 490 ships of 1,420,000 tons.

Of the total Allied and neutral ships lost in the war 2,770 were sunk by U-boats, 520 by mines, 330 by surface craft, 750 by aircraft and 400 by other causes.

The War Shipping Administration announced an additional 984 U. S. ships lost in wartime marine accidents and also counted in their total of ships sunk 27 merchant ships used to form a breakwater on the Normandy beachhead. A total of 1,554 merchant ships of 6,277,077 tons thus were lost by the United States from 3 Sept. 1939 to 8 May 1945.

The War Department's report on personnel casualties disclosed that only 10 vessels were lost involving the loss of 50 or more soldiers. Greatest loss of life occurred with the sinking of the *Rohna*, British troopship, by enemy air action off Algeria on 26 Nov. 1943. Less than 30 minutes after it was hit the *Rohna* went down and 1,015 Americans died.

Photograph from Press Association, Inc.

WHITE HOUSE HUDDLE followed return of Harry Hopkins (right) from special mission to Moscow. Behind President are Joseph E. Davies, recently back from mission to London, and Fleet Admiral Leahy, Presidential Chief of Staff.

WORLD AFFAIRS

Agreement at San Francisco

Last major problem before the United Nations conference at San Francisco was removed when Russia agreed to compromise the dispute over discussion in the proposed World General Assembly. The Russians had been insisting that the conference adhere strictly to the language of the Dumbarton Oaks proposals which gave the Assembly the right "to discuss any questions relating to the maintenance of international peace and security." Instead, they offered to accept some of the language proposed by the Australian Foreign Minister, Dr. Herbert Vere Evatt, chief exponent of unlimited discussion.

The Big Five also agreed to make it hard for Germany, Italy, Japan and other enemy states to join the new world security organization. They decided that participation in the organization by these states would have to be okayed by the Big Five. The Conference committee on membership also passed a resolution declaring that no government which came into being with the military aid of Axis powers should be admitted to the new world organization.

Big 3 to Meet

Sometime in the first half of this month the long-awaited meeting of President Truman, Prime Minister Churchill and Marshal Stalin was to take place. The exact site was not revealed, but it will be held in the Berlin area—possibly Potsdam.

Among possible subjects the Big 3 might take up were the situations in the Levant and Trieste. These two international teapots, which were boiling angrily for several weeks and threatening Europe's new-found peace, simmered down as the month came to an end. In Syria and Lebanon, where French and Levantine troops clashed, the former heeded British suggestions and withdrew its troops. In Trieste, which Marshal Tito was claiming for Yugoslavia and threatening to "fight for it," the Partisan leader accepted Allied proposals and withdrew his forces.

Another subject that had been creating international tension since V-E day was the arrest by Russia of 16 Polish underground leaders on charges of plotting against the Red Army. Last month they went on trial before the Military Collegium of the Supreme Court in Moscow. Russian officials announced that 15 had confessed total or part guilt of a long list of charges that included the alleged killing of at least 594 Russian officers and terroristic and propaganda activities behind Russian lines. One pleaded not guilty. Maj. Gen. Leopold Okulicki, Polish Home Army commander and principal defendant, testified the Government-in-exile in London ordered him to fight against the Red Army and the Moscow-sponsored Lublin Committee. Twelve of the 16 were found guilty and sentenced to prison terms ranging from 10 years to four months.

NEWS OF THE NAVY

• The 10th Fleet, organized 20 May 1943 to direct the Battle of the Atlantic, has been dissolved. Throughout its vital career, the 10th was under the immediate direction of Fleet Admiral King. Rear Admiral Francis S. Low, USN, Assistant Chief of Staff (Anti-Submarine), U. S. Fleet, was its first Chief of Staff. Rear Admiral A. R. McCann, USN, succeeded him in January 1945.

The 10th was a fleet without a ship; when surface or air forces were needed, it called upon Atlantic Fleet and sea frontier forces. It was directed to destroy enemy subs, protect Allied shipping in the U. S. sea frontiers, support Allied anti-sub forces in the Atlantic, control convoys and shipping that were U. S. responsibilities and correlate U. S. anti-sub research and training. It was formed into four principle divisions: operations; anti-submarine measures (materiel, training, analysis and statistics and operational research); convoy and routing; and a scientific council of civilian scientists.

Through this specialized organization, 10th Fleet headquarters made instantly available latest intelligence, developments, training and operational procedures to Admiral Royal E. Ingersoll, USN, CinCLant, and other fleet and frontier commanders who directed the actual operations at sea.

• The "allowance" system is being revived by the Navy, Alnav 113-45 (NDB, 15 June, 45-613) announced last month. "Complement" continues to mean the number of personnel needed to operate a ship or station at maximum efficiency under full steam in time of war. "Allowance" means the number of personnel who will be assigned to the ship or station as required for it to do its current job. The fact that the Navy is approaching its ceiling of authorized personnel requires a higher degree of distribution control. The allowance system will serve this need.

Official U. S. Navy photographs

CLOTHING BARGE is the latest wrinkle at Pearl Harbor. The floating haberdashery, a quonset hut on a barge, sells as much as $7,000 of items a day.

• Nine former U. S. warships are sailing the seas under the red banner of the Russian Navy. This was disclosed by Prime Minister Churchill last month when he announced that the United States and Great Britain had turned over 14 fighting vessels to the Red Fleet a year ago after Russia had requested a portion of the captured Italian Fleet. Former U. S. ships loaned to the Russians included the cruiser *Milwaukee*, now known as the *Murmansk*, and eight of the overage destroyers transferred to Britain in 1940.

Fully manned for combat, the *Milwaukee* left New York for Russia via the United Kingdom early in 1944. In the British Isles U. S. naval personnel familiar with the Russian language were embarked. On arrival in Russia, the *Milwaukee* transferred approximately half of her crew back to England aboard escort vessels to provide space for the new Russian crew.

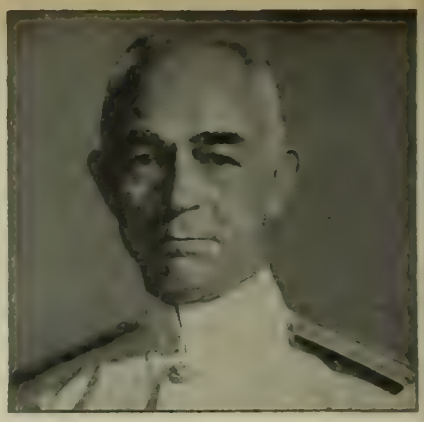
The Russians were instructed in the operation of all departments of the ship while the *Milwaukee* was in port. Later she put to sea and instruction was given in the use of all armament and various other tests including maximum speed. "We wanted to be sure that they were familiar with the ship's guns and machinery under simulated battle conditions," said the *Milwaukee* skipper, Capt. Charles Fielding, USN.

Original names of the flush-deckers were *Cowell, Croninshield, Herndon, Maddox, Twiggs, Fairfax, Foote, Thomas* plus the non-operational *Yarnall*, used for spare parts. British fighting ships included in the transaction were the old battleship *Royal Sovereign* which the Russians renamed *Archangelsk*, and four modern submarines, *Sunfish, Unbroken, Unison* and *Ursula*. In addition Russia received 40,000 tons of merchant shipping, 20,000 tons each from U. S. and Great Britain.

The Allied vessels were turned over to Russia instead of Italian units because the Italian ships were built for specific use in Mediterranean waters and were unsuited for operations in northern seas where the Russians intended to use them.

• Midshipmen at the U. S. Naval Academy will again take a four-year course of instruction, for the first time since 1941. The present fourth class (Class of 1948) will be divided into two halves at the end of the spring term, the upper half to continue on the three-year course and the lower half to become the third class and graduate in June 1948.

• Lt. Comdr. John McCloy, USN (Ret), one of the four Navy men ever to have won the Congressional Medal of Honor twice, died on 25 May at his home in Leonia, N. J. He was awarded his first Medal of Honor in 1900 while serving with the China Relief Expedition and his second award in April 1914 at Vera Cruz, Mexico.



Official U. S. Navy photograph

Admiral Turner

• Admiral Richmond K. Turner, USN, became the 17th four-star admiral on active duty when his promotion from vice admiral was confirmed on 24 May 1945 by the Senate.

A graduate of the Naval Academy in 1908, where he stood fifth in his class, Admiral Turner served during World War I aboard the USS *Pennsylvania*, and as gunnery officer aboard the USS *Michigan* and USS *Mississippi*. Because of his interest in the rise of naval aviation as a vital factor in warfare, he reported for flight training at Pensacola in 1927, at the age of 42, and received a designation as naval aviator.

Admiral Turner has served as commander of aircraft squadrons and large combatant ships, as well as Director of the War Plans Division, office of CNO, and as Assistant Chief of Staff to Cominch. On 18 July 1942 he became Commander, Amphibious Forces, Pacific Fleet, and participated in most of the major Pacific engagements. He holds the Navy Cross and the Distiguished Service Medal with two gold stars.

Also recently confirmed were:

To be rear admiral:

Harold B. Sallada, USN, to be Chief of the Bureau of Aeronautics. (See opposite page.)

Dixwell Ketcham, USN.

William M. Callaghan, USN.

Houston L. Maples, USN, while serving as senior naval member of the U. S. military mission to the USSR.

William N. Thomas, USN, while serving as Chief of Chaplains under the Chief of Naval Personnel. (See opposite page.)

Roscoe F. Good, USN.

To be major general in the Marine Corps:

Thomas E. Bourke, USMC.

LeRoy P. Hunt, USMC.

To be commodore:

James E. Boak, USN, while serving as Commander, U. S. Naval Repair Base, San Diego, Calif.

Merrill Comstock, USN, while serving in the submarine forces, U. S. Fleet.

Charles F. Martin, USN, while serving as a commander of an advance naval base.

James E. Maher, USN, while serving as commander of a transport squadron.

William S. Popham, USN, while serving as commander of a transport squadron.

Dennis L. Ryan, USN, while serving as

a commander of a transport squadron.

Dixie Kiefer, USN, while serving as Commander, Naval Air Bases, 1st ND.

George C. Crawford, USN, while serving as chief of staff to ComSubsPac.

To be brigadier general in the Marine Corps:

Joseph T. Smith, USMC.
Andrew E. Creasy, USMC.
Evans, O. Ames, USMC.

• So that the Navy may be prepared for any possible future conflict, the Office of Research and Inventions has been established to continue and instigate experiments necessary to maintain superiority of American naval weapons.

Rear Admiral Harold G. Bowen, USN, former Director of the Office of Patents and Inventions, will be chief of the new office which incorporates the Naval Research Laboratory, Special Devices Division of BuAer, the Office of Research and Development and the Office of Patents and Inventions. Admiral Bowen's office will come under the direct supervision of the Secretary.

Capt. Luis DeFlorez, USNR, Director of the Special Devices Division of BuAer, will be Assistant Chief to the Admiral.

• New chief of BuAer is Rear Admiral Harold Sallada, USN, who succeeded Read Admiral DeWitt C. Ramsey, USN, on 1 June. Admiral Sallada was in command of a carrier division in the Pacific just prior to assuming his new billet. He served previiously in BuAer from 1931 to 1933 and from 1936 to 1939 and was director of planning in BuAer and under the Deputy Chief of Naval Operations (Air) in 1942 and 1943. Admiral Ramsey, BuAer chief since August 1943, has been given a sea assignment.

Admiral Sallada

• Rear Admiral William N. Thomas (ChC) USN, on 1 July succeeded Rear Admiral Robert D. Workman (ChC) USN, as Chief of Chaplains. Chaplain Thomas had been chaplain of the Naval Academy, Annapolis, Md., since 1933. A Methodist, he was appointed to the Chaplain Corps 5 Jan. 1918 and his permanent rank of captain dates from 1 July 1941. Chaplain Workman, a Presbyterian, whose new assignment has not been announced, had been Director of the Chaplains Division, BuPers, since June 1937 and was promoted to rear admiral and appointed Chief of Chaplains following creation of that post by Congress in December 1944 (ALL HANDS, Feb. 1944, p. 70). He reverted to his permanent rank of captain upon being succeeded as Chief of Chaplains.

Chaplain Thomas

• Establishment of the U. S. Navy Photographic Institute under the di-

Mr. Bard

Mr. Gates

Mr. Sullivan

Ralph A. Bard Resigns, Succeeded by Artemus L. Gates As UnderSecNav; John L. Sullivan New AstSecNavAir

Under Secretary of the Navy Ralph A. Bard has resigned his office and has been replaced by Artemus L. Gates, Assistant Secretary for Air, effective 1 July. President Truman accepted Mr. Bard's resignation on 9 June after the latter had twice asked to be relieved.

Succeeding Mr. Gates as Assistant Secretary is John L. Sullivan, a former Assistant Secretary of the Treasury.

Mr. Bard was appointed Assistant Secretary of the Navy by the late Secretary Frank Knox and was made Under Secretary on the death of Mr. Knox. Mr. Gates came to the Navy Department in 1941 from the presidency of a New York trust company.

Secretary Forrestal said of Mr. Bard's resignation:

"With deep regret I learned from Mr. Bard that he felt he must now press his resignation.

"During the past four years, he has performed a great service to the Navy and to the Nation, and we shall miss him. I am pleased that he has promised to hold himself available for any special work which we may ask him to do."

On 9 June the President sent the following letter to Mr. Bard, accepting his resignation:

Dear Ralph:

I have your letter of resignation dated May 23d and have reluctantly come to the conclusion that you are entitled to have it accepted. As you request, it will be effective on July 1, 1945.

During your period of duty as Assistant Secretary and Under Secretary of the Navy for the past four and one-half years, our Navy has been built up to become the most powerful in the world. I know that a great part of that result has been due to your energy and wisdom. Yours has been a splendid record of service for which the nation is grateful, and in which I am sure you can take great pride.

The Secretary of the Navy has informed me that he will require your services and advice on special assignments at least until the end of the war. I am very happy that you have expressed willingness to continue to serve your country in that capacity, as soon as you have taken a much needed and deserved rest.

With all best wishes to you, and hoping that you will come in to see me from time to time when you are in Washington,

Very sincerely yours,
HARRY S. TRUMAN

Following is the text of Under Secretary Bard's letter to the President:

My Dear Mr. President:

On November 6th, 1944, I sent my resignation as Under Secretary of the Navy to President Roosevelt, asking to be relieved from my duties on or before V-E Day. On April 25th, 1945 I wrote to you, referring to my previous letter to President Roosevelt, offering my resignation to you and hoping for your favorable consideration at your early convenience.

I have, of course, discussed this matter thoroughly with Secretary Forrestal, and I am sure he is now in accord and has made satisfactory arrangements which will permit me to be relieved on or about July 1st. As of that date, I shall have served as Assistant Secretary and Under Secretary of the Navy almost four and one-half years without any substantial relaxation. It is my opinion that a younger man can better carry on the type of work that remains to be done by the Under Secretary of the Navy during the balance of the war and the reconstruction period which will follow. Changes in the organization are bound to occur and for the benefit of the Navy they should be made gradually and not in too short a period of time.

I have told Secretary Forrestal that after a short rest, which I assure you is necessary at this time, I shall be available to serve him for the balance of the war on special assignments, if he has further need of my services. The Navy's interests will always be paramount with me, as they are now in this request which I am making for relief from routine duties as Under Secretary of the Navy.

During these past years, under Secretary Forrestal, the Navy has reached its full strength, and is going forward admirably under the able leadership of Secretary Forrestal and Admiral King.

It has been a great and stimulating experience to have served both you and President Roosevelt as Commander-in-Chief, the Secretaries of the Navy, and the Navy itself. To the officers and enlisted men and my civilian associates of the Navy I bow with deep respect and in admiration of their unmatched achievements.

I would like also to express the admiration which I feel for the manner in which you are carrying on your new responsibilities as President, and I assure you of my loyal cooperation in every possible way.

Respectfully yours,
RALPH A. BARD

Official U. S. Navy photograph

Tigercat is a sleek, fast fighter that can also carry bombs or a torpedo.

New Two-Engine Fighter Packs Terrific Wallop

More powerful than any other U. S. Navy or Jap fighter, heavy and maneuverable, packing a four-ply punch with rockets, bombs, torpedoes and bullets, the Navy's F7F Grumman Tigercat is the newest threat to sweep enemy planes from the skies.

Powered by twin 2,100-hp. Pratt and Whitney Double Wasp engines, the Tigercat rates in the 425-mile-an-hour class and, with the aid of a 300-gallon drop tank, has the longest range of any carrier-based fighter or fighter-bomber yet developed. Successor to the F4F Wildcat and F6F Hellcat, the new Tigercat will go first to Marine fighter squadrons operating from advance bases.

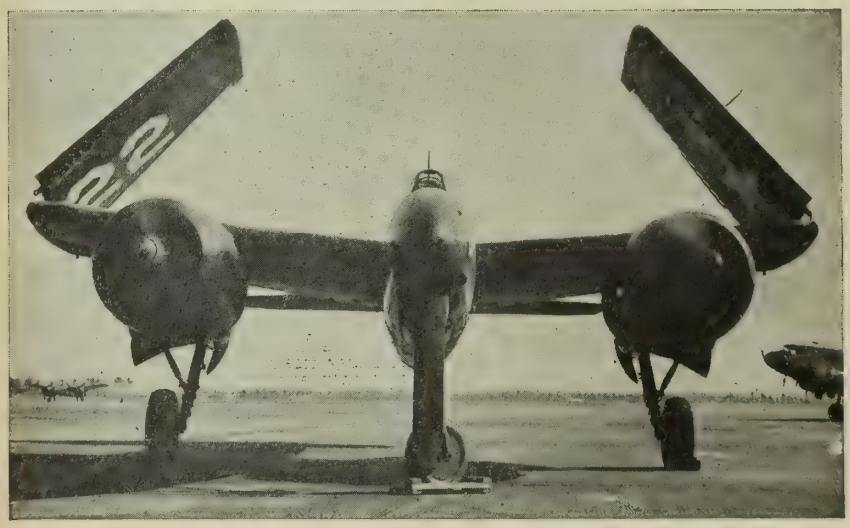
As fighters, divebombers and torpedo planes the Tigercats eventually will fly from the decks of the new 45,000-ton super carriers of the *Midway* class. Because of their tricycle landing gear they can be handled with ease on carrier flight decks.

The Tigercat is the fastest-climbing Navy plane, soaring into the skies to intercept the enemy at a climbing rate of a mile a minute. In addition it is faster at sea level than any Jap plane and its horsepower can be increased considerably for short periods by water injection.

Size of the Tigercat is important because of its ability to carry more armament. Heavier gunned than either the Hellcat or the gull-winged Corsair, it can carry 4,000 pounds of bombs or a full-sized marine torpedo.

The multi-purpose Tigercat is also being built as a night fighter. Modified to carry both a pilot and observer, the night-hunting model (F7F-2, N) is specially equipped to intercept enemy aircraft.

In time the Tigercats may replace the faithful Grumman Avenger torpedo bombers for they exceed the Avenger's top speed by more than 100 miles an hour. After delivering their load at an enemy ship they can then turn to fighter tactics, protecting other bombers waiting to attack. The Tigercat can come home on one engine if necessary.



Official U. S. Marine Corps photograph

Folding wings and three wheels make big plane easy to handle on carrier.

rection of Capt. Edward J. Steichen, USNR (Ret), was announced last month by SecNav. Major objectives of the institute are the constant improvement of Navy photography and increased use of photography as a medium of public information and historical records. Annual awards to Navy photographers for work afloat and ashore will be given each Navy Day for outstanding work in both still and motion-picture photography.

• The 6,000 Shore Patrolmen stationed throughout the naval districts in the continental U. S. last month were commended by David A. Crawford, president of the Pullman Co. The award was received on behalf of the entire group by 11 outstanding Shore Patrolmen from 11 districts. The scroll, which was awarded on 13 June on the Union Station Plaza in Washington, D. C., commended the service record of patrolmen for duty aboard the trains of the nation's railroads. It said in part: "Charged with the responsibility, jointly with the Army's Military Police, of safeguarding the welfare of millions of servicemen moved by the railroads in wartime travel, the Shore Patrol has maintained 'round-the-clock vigilance in cars of the Pullman Company, as well as in the coaches of the railroad companies on thousands of trains. The Shore Patrol has been the confidant and companion of these travelers, giving aid to the weary, succor to the ill, and comfort to the sad of heart."

• The use of seven experimental models enabled the Navy to put into service in what may be record time a new observation-scout plane which can fly higher, farther and twice as fast and defend itself better than any previous model. It is the Curtiss-Wright Seahawk (SC-1). Less than two years elapsed from the time the plane left the drawing board to the time it was rolling off the lines at Curtiss-Wright's Columbus, Ohio, plant.

The Seahawk, which received its baptism of fire in the pre-invasion bombardment of Borneo, is a single-place, single-float low-wing seaplane. It has nearly three times the 450 horsepower of the Chance-Vought Kingfisher. The Kingfisher's rescue record is "magnificent," but it has been limited by lack of power. For instance, the Kingfisher that rescued Capt. Eddie Rickenbacker and two companions had to taxi 40 miles to safety because the load was too great.

The Seahawk's high ceiling and long range help it to spot enemy ships. Its fast climb, maneuverability and added firepower enable it to combat enemy planes and antiaircraft more effectively. And its extra horsepower and increased size make it better at rescue than the Kingfisher.

• W. L. Richardson, the first official Navy photographer, died of a heart attack on 7 June while making a tour of inspection of the Navy Photographic Laboratories in Washington, D. C. Mr. Richardson, as a young, unrated sailor, took the first pictures of U. S. naval vessels and aircraft during World War I.

In 1918 he established the Navy's first photographic laboratory, and in 1922 was designated Senior Scientist, the title he held at his death.

Official U. S. Coast Guard photograph

FIRST SPAR to step ashore for duty in Alaska is Margaret E. Prior, PhM3c, of Los Angeles. She and sister Spars are greeted by men they will replace.

SHIPS & STATIONS

• Old as she is—37 years on 19 May—the veteran repair ship, USS *Vestal*, is still ministering to the wounded ships of the Pacific fleet, despite a series of major face liftings and the Pearl Harbor attack which almost destroyed her. Hit by four bombs while moored alongside USS *Arizona*, the *Vestal* was almost abandoned; but the late Capt. Cassin Young, USN, who had been blown overboard, returned in time to countermand the order, get the ship under way and successfully ground her nearby. *Vestal* was repaired by her own men who also helped save men from the *Oklahoma* trapped beneath twisted steel decks. Since then the *Vestal* has made major repairs on fleet units ranging from aircraft carriers to tugs, including rigging a complete network of tubing for a warship whose main engine-room lines had been destroyed.

• From Saigon to Tokyo the rockets, bombs, bullets and torpedoes of Air Group 45 have lashed the Japs on land, sea and in the air, destroying or damaging 285 enemy planes, sinking 10,500 tons of Jap shipping and damaging an additional 134,500 tons in more than 3,000 combat sorties. Returning from five months' Pacific duty aboard an *Independence*-class carrier, the group related some of its experiences including its strike on the Ota aircraft plant, northwest of Tokyo, on 16 February. Avenger bombers and Hellcat fighters of the group destroyed key installations in the attack while the fighters knocked down 28 enemy fighters. Other land targets included Jap airfields on Kyushu and military and naval installations in Indochina, China, the Philippines, Formosa, Iwo and Okinawa. At Saigon the group's planes destroyed 70% of three major oil-tank farms. At Okinawa, 16 of its Hellcats downed 21¼ enemy planes in one hour. Top scorer in the group is Lt. James B. "Killer" Cain, who destroyed eight Jap planes, in one case by chewing off the enemy's tail assembly with his Hellcat propeller.

• The 7,890 Philippine islands now have their own airline network, operated by NATS. Within 12 weeks after the recapture of Manila, Navy Skymasters, Skytrains and Coronados were shuttling war cargoes, mail and personnel to all important captured islands and posts. Linked with the NATS mainline from the U. S., the Philippine network starts at Samar and runs 600 miles west to Palawan and extends from Manila 600 miles south to Zamboanga.

• Maintaining the gallant reputation of her ill-fated namesake and predecessor, the fleet oiler USS *Pecos* carries three Jap planes on her bridge scoreboard and has three "firsts" to her credit after a long tour of duty in the Pacific. The former *Pecos*, also an oiler, was sunk after rescuing survivors from the carrier USS *Langley*, which went down on 27 Feb. 1942. The new *Pecos* (AO 65) earned the name "Task Force 65" during a Jap aircraft attack while steaming between Leyte Gulf and Mindoro Island. Her AA guns hurled so much fire into the sky that another tanker so christened her out of respect for her valiant defense. In action from the Aleutians to the Philippines, the *Pecos* was in the first group of oilers to participate in a sustained fleet operation when combat vessels remained on patrol for 90 days in Alaskan waters; one of the first fleet oilers to enter Jap-held territory when she steamed into Majuro atoll in the Marshalls two days after the island fell, and the first oiler to anchor in Mangarin Bay off Mindoro for refueling operations.

• One of the world's mightiest fighting ships, the USS *Wisconsin*, has been roaming the Pacific since last December, the Navy disclosed last month. She has been serving as part of a fast carrier task force striking at the Japs on Luzon, Formosa, the China Coast, Iwo Jima, Okinawa and the Jap homeland. Third of the 45,000-tonners to be completed, the *Wisconsin* was ordered in 1940, laid down in January 1941, launched on 7 Dec. 1943 and commissioned 16 April 1944. Commodore (then Capt.) Earl E. Stone, USN, commanded the mighty vessel during her first months of battle until he was relieved by Capt. John W. Roper, USN, on 6 Mar. 1945. Shortly after the *Wisconsin* joined the carrier force, she rode out one of the worst typhoons on record in Philippine waters and suffered only trifling damage. In rapid succession the new battlewagon as-

Official U. S. Navy photograph

FLAMES burst from Hellcat's gas tank after it caught arresting gear too late and crashed into island of carrier. The pilot stepped from the inferno unhurt.

The Navy's Biggest Transport

USS WEST POINT'S sleek lines suggest speed which protects her from subs.

Through seas streaked with torpedo wakes, torn by storms and ripped by bombs the USS *West Point*, the Navy's largest troop transport, has carried more than 350,000 soldiers, sailors and marines to and from the battlefronts of the world in unescorted dashes covering more than 350,000 miles and equal to 14 trips around the globe.

Like most large transports—she's only 27 feet shorter than a 750-foot *Washington*-class battleship—all her wartime voyages have been made without the protection of convoying warships. On speed alone has her safety depended and never once has she lost a passenger.

Details of her operations came last month as security was partially lifted on her career. Converted from the luxury liner SS *America*, largest merchant vessel ever built in the United States, the *West Point* began her war life in Singapore harbor when Jap artillery and planes scattered shrapnel on her weather decks and dropped bombs within 50 yards of her giant hull.

Since then her escapes have been numerous. Off Rio de Janeiro a Nazi torpedo streaked across her bow. In Milne Bay men of the *West Point* stood at battle stations for hours against Jap air raiders. In the Red Sea and at Suez her guns were alerted and barrage balloons were lifted against surprise Nazi torpedo planes. Submarines have been sunk not far from her track.

Last winter, during raging storms which produced waves 50 feet high, the *West Point* suffered some damage, according to her skipper, Capt. Webb C. Hayes, USNR. One wave struck the forward gun platform, 50 feet above the waterline, and demolished it.

In continuous service since the outbreak of the war, the *West Point* has made as many as 24 crossings of the Atlantic in a single year. Her ports of call include Bombay, Marseilles, Capetown, Guadalcanal, Canal Zone, Liverpool, Noumea, Merzel-Kebir.

With a crew of more than 800 men, the *West Point* can carry upward of 7,700 passengers but only half of them can crowd at one time on open weather decks. Besides serving as a troop transport she also carries casualties. In a recent trip —after V-E day—she brought 191 litter cases and 400 wounded home from Europe. She has transported thousands of Axis prisoners destined for prison camps in the States.

Official U. S. Navy photographs

GI PASSENGERS sun themselves on deck. West Point ferried 350,000.

sisted in attacks on Luzon's airfields, strikes at Formosa, a return trip to Luzon and into the South China Sea. Following these operations, which covered the landings of the Army on the beaches of Lingayen Gulf, the *Wisconsin* steamed out of tropic seas to take part in the first great carrier raids on Tokyo. Next assignment was a visit to Iwo to cover Marine landings. This was quickly followed by more air strikes on Japan. Mounting nine 16-inch, 50-cal. guns in her main batteries, and 20 five-inch, 38-cal. dual-purpose guns in dual mounts, the *Wisconsin* also carries approximately 148 AA guns from 20 mm. to five inch.

• Oldest of the 45,000-ton battleships, USS *Iowa*, has completed more than two years of active fleet service during which she has pounded the Japs with her 16-inch rifles as well as served on diplomatic missions for the late President Roosevelt, CincPac announced last month in releasing a review of her combat record through 1 March 1945. Before seeing any action the *Iowa* carried the late Commander-in-Chief to North Africa for his conference with Prime Minister Churchill and French leaders in the Fall of 1943. Her guns first roared their salvos of death in the Marshalls, at Kwajalein and Eniwetok, early in 1944. From then until her return to the States for a yard overhaul a year later, she constantly smashed at Jap-held shores and islands—Truk, Hollandia, Palau, Ponape, Saipan, Tinian, the Philippines—and took part in the Battle for Leyte Gulf.

• Officers and men of USS *Stephen Potter*, a fleet destroyer, responded to the War Bond drive by purchasing $36,100 worth in a six-day 7th War Loan campaign. The crew averaged $114.24 per man and subscribed 100%. The men even bought a $100 bond for the ship's dog.

• USS *Lake Champlain*, 27,000-ton *Essex*-class carrier, was christened and commissioned on 3 June in the first joint ceremony of its kind for a carrier in the history of the Navy. Mrs. Warren R. Austin, wife of Senator Austin, Burlington, Vt., sponsored the new vessel named after the Battle of Lake Champlain in the War of 1812. First Navy vessel to bear the name was a mine carrier of 4,300 tons which operated as a fleet auxiliary in World War I.

• First U. S. naval vessel in 30 years to visit the Black Sea port of Odessa, Russia, was the fleet tug USS *Moreno*, which recently chugged into the harbor towing astern a salvage freighter —USS *Tackle*—with food, clothing and medicine for American soldiers released from German PW camps. Because the *Tackle* was slow, the *Moreno* towed her the entire 1,500 miles from somewhere in the Mediterranean to Odessa in order that the liberated Yanks, at the time in a U. S. transit camp, could receive the needed supplies more quickly. In Odessa the *Moreno's* crew visited the opera, ballet, shopped for souvenirs and sought out the Americans they had come to help.

Photograph from Press Association, Inc.

DISTINGUISHED Service Medal is awarded to General Eisenhower by President Truman on White House grounds. Mrs. Eisenhower watches at left.

REPORT FROM HOME

Hello . . . and Goodby

They started coming home from beaten Germany last month—the GIs by shiploads, the generals by planeloads. From no-stripes to five-stars, they agreed that (1) it was great to be back and (2) it's only half over. A few were home to stay, but for most it was just a stopover before Tokyo.

No. 1 homecoming was General of the Army Dwight D. Eisenhower's. The Supreme Commander of Allied Expeditionary Forces in Europe stepped out of a big cargo plane from Paris into the wildest welcome in the national Capital's history.

In his address to Congress, Gen. Eisenhower paid tribute to all the armed forces of all the Allies. Of the Navy, he said: "In all the brilliant achievements of the American Navy, and of her sister service in Great Britain, there is none to excel the record that was written in the great and successful invasions of Africa, Sicily, Italy and France."

From Washington, Gen. Eisenhower was swept to New York where old Gotham went all-out for him . . . some 4,000,000 artillery-voiced citizens lining a 38-mile parade route.

• First to hit Normandy's beaches, first to smash across the Rhine, first to link up with the Russians, it was quite fitting that Gen. Courtney H. Hodges, 1st Army commander, be the first top-level general to return after V-E day. The Georgia-born general's reception in Atlanta was so tumultuous that, at first, he missed his wife in the throngs. Of his riotous homecoming, Gen. Hodges said: "This is wonderful, but it's just a pause for men of the 1st Army. There can be no real rest until we give the final blow to Japan."

• Upon his Boston arrival, Gen. George S. Patton, 3d Army commander, sported an ivory-handled pistol which he called his social gun.

• Gen. Mark W. Clark, Allied commander in Italy, arrived from Europe in time to see his son graduate from West Point; then hurried back to Rome.

• Lt. Gen. A. M. Patch Jr., 7th Army commander, and Lt. Gen. L. K. Truscott, 5th Army commander, presented President Truman with a diamond-studded baton which No. 2 nazi Hermann Goering had surrendered upon capture.

• Lt. Gen. James H. Doolittle, in the process of moving his 8th Air Force to the Pacific, paused long enough to promise even greater devastation to Japan than Germany suffered.

• Gen. Omar N. Bradley, commander of the 12th Army Group which included the 1st, 3d and 7th armies, summed it all up during a Philadelphia reception in his honor when he said: "We have before us what may be the hardest phase of the war. Until every Japanese surrenders or is killed, the war effort on the home front must be maintained."

New Faces

President Truman made many changes in his official family in late May and early June, beginning with a major reorganization of his Cabinet.

He accepted the resignations of Attorney General Francis Biddle, Secretary of Labor Frances Perkins and Secretary of Agriculture Claude R. Wickard.

Immediately, he appointed Thomas C. Clark, of Dallas, Tex., who had been an Assistant Attorney General, to be Mr. Biddle's successor; Judge Lewis B. Schwellenbach, of Spokane, Wash., member of the Federal District bench and former U. S. Senator, to be Secretary of Labor; and Rep. Clinton P. Anderson, (D., N. Mex.), to the Agriculture post.

Other changes, resignations and appointments announced by Mr. Truman:

• Resignation of Marvin Jones as War Food Administrator to return to the Federal Court of Claims bench. The WFA, upon Judge Jones' recommendation, will be merged with the Agriculture Department.

• Nomination of Mr. Wickard, the former Agriculture Secretary, to be director of the Rural Electrification Administration.

• Appointment of Lt. Paul M. Herzog, USNR, as chairman of the National Labor Relations Board. Lt. Herzog, former member of the New York State Labor Relations Board, will be released from the Naval service to accept the Federal post.

• Appointment of W. Stuart Symington, president of the Emerson Electric Co. of St. Louis, to be chairman of the Surplus Property Board, succeeding former Sen. Guy M. Gillette of Iowa, who resigned.

• Selection of John B. Hutson, of Kentucky, who has been assistant to Fred M. Vinson, Director of War Mobilization and Reconversion, to be Under Secretary of Agriculture, succeeding Grover B. Hill, who has resigned.

Japs 'Bomb' U. S.

In puny, fantastic retaliation for destruction of their greatest cities by our sky fleets, the Japs have been using long-range, bomb-carrying free balloons in sporadic attacks on the western part of the North American mainland.

According to a joint announcement by the War and Navy Departments, "the attacks are so scattered and aimless that they constitute no military threat." It is believed their main purpose is to set brush and forest fires.

No property damage has been caused, but a woman and five children were killed near Lakeview, Oreg., by a high-explosive bomb which was part of a fallen Jap balloon. The bomb victims were strolling through the mountains on a fishing expedition when an 11-year-old girl spied "a white object" in the woods. She called the others over, one of them tugged on the baloon and a tremendous explosion followed.

Service Photogs Honored

The 119 officers and men of the Navy, Marine Corps and Coast Guard who filed the Iwo Jima operation were awarded a special citation by the National Headliners' Club at its 12th annual meeting in Atlantic City 16 June for providing the outstanding newsreel coverage of the year. From this footage came the stirring technicolor film, "To the Shores of Iwo Jima," now playing in theaters throughout the U. S. Three of the photographers were killed while recording Iwo battle scenes and 12 were wounded. Capt. Edward J. Steichen, USNR, of Navy Photographic Services, received the Headliners' award in behalf of the photographers, each of whom will receive an individual citation.

Photographs from Press Association, Inc.

WINNER of 71st Kentucky Derby was F. W. Hooper's Hoop Jr. He ran second in the Preakness. Veteran Eddie Arcaro rode him in the Kentucky classic.

SPORTS

Horse racing, which returned to the sports scene in May following a war-enforced "holiday" of almost half a year, stole the show last month with the running of turfdom's triple crown —the Kentucky Derby, Preakness and Belmont Stakes, three of America's richest and oldest stakes.

At Churchill Downs, Ky., Hoop Jr., owned by F. W. Hooper of Jacksonville, Fla., led all the way under Jockey Eddie Arcaro to win the record $86,875 Derby by six lengths. Pot o' Luck and Darby Dieppe were second and third, respectively, in the field of 16 three-year-olds. The Hoop's victory was worth $64,850 to his owner and $9.40, $5.20 and $4 to his mutuel backers. Time for the muddy mile-and-a-quarter was 2:07 — slowest since Gallant Fox needed 2:07 3/5 in 1930. It was Arcaro's third Derby triumph, putting him in a class with Isaac Murphy and Earl Sande, only other jockeys ever to win three times in the "Run for the Roses."

At Pimlico, Md., a week later, Arcaro wasn't aboard Hoop Jr. and a long shot, Polynesian, beat the Derby winner by 2½ lengths in the record $87,670 Preakness. Although managing to finish second, Hoop Jr. pulled up lame. Again Darby Dieppe was third in a nine-colt field. Like Hoop Jr. in the Derby, Polynesian led all the way in running the mile and three-sixteenths in 1:58 4/5. Ridden by Wayne Wright, Polynesian returned $66,170 to owner Mrs. Peter A. B. Widener and $26, $6.70 and $3.80 to his backers.

At New York the following week, the Belmont Stakes became just another horse race because neither the Derby nor Preakness winners were entered. Polynesian wasn't eligible and Hoop Jr. was sidelined by the bowed tendon suffered in the Preakness.

Note: While Hoop Jr. was sniffing Polynesian's dust at Pimlico, his Derby rider, Arcaro, under contract to Greentree Stable, was riding the stable's old campaigner, Devil Diver, to victory in the $50,000-added Suburban Handicap at Belmont.

Capt. Hank Greenberg, first big major league star inducted into the armed forces, was released from the Army and prepared to join the league-leading Tigers which he left in May, 1941 . . . Comdr. James H. Crowley, USNR, the Sleepy Jim of Four Horsemen fame, retired to inactive duty after two tours in the Pacific and immediately assumed his new post as commissioner of the All-America Conference, newly formed pro football league . . . Catcher Mickey (Dodgers) Owen was drafted into the Navy and centerfielder Johnny (Yanks) Lindell into the Army . . . Big baseball deals saw pitcher Mort Cooper go from the Cards to the Braves in exchange for $60,000 and pitcher Red Barrett; outfielder Joe Medwick and pitcher Ewald Pyle leave the Giants for Braves' catcher Clyde Kluttz; and pitcher Ben Chapman depart from Brooklyn in a deal that brought catcher Johnny Peacock from Philadelphia . . . Both major league races were closer and hotter'n two machine-gun slugs.

ENTERTAINMENT

GI Oscars: Silver plaques were presented by wounded veterans at Walter Reed Hospital in Washington, D. C., to Bing Crosby, Rita Hayworth, Jennifer Jones, Eddie Bracken and Leo McCarey for being selected as Hollywood's top entertainers by soldiers in all theaters—of war, that is. . . Gypsy Rose Lee refused to ride in an upper from Detroit to New York because "I can't get undressed lying down." . . . Abbott and Costello, who had spatted a bit, are back together again. . . Broadway's biggest event during the past month was Bill (Bojangles) Robinson's return to the Main Stem in an all-Negro musical, "Memphis Bound." The famed tap-dancer is 67. . .

Vital Statistics: Hedy Lamarr is mother of a baby girl. . . Connie Bennett shed her fourth husband, Gilbert Roland. . . Judy Garland, 23, divorced her first and right away married Ben Vincente Minelli, 32, who directed her in "Meet Me in St. Louis" and "The Clock." . . . Deanna Durbin, also 23, took her second husband, Felix Jackson, 43, her producer. It is Felix's fourth marriage. . .

Hit Tunes: The top 10 seem to be Sentimental Journey, Bell Bottom Trousers, All My Life, Laura, Dream, Just a Prayer Away, I Should Care, Candy, Ev'ry Time and The More I See You.

Photographs from Press Association, Inc.

ALIVE AND WELL, Nubbins Hoffman, who had his Christmas on 19 November because he wasn't expected to live until 25 December, romps with his dog. No longer in danger, Nubbins will celebrate his fourth birthday July 11 in Cheyenne, Wyo.

Photographs from Press Association, Inc.

LOOK FAMILIAR? "Psycho-analysts" in the pay of a movie studio say these are girls men dream about: Virginia Cruzon, Phyllis Forbes, Tyra Vaughn, Diane Mumby, Eve Whitney, Pat Farrell, Gloria Anderson, Ruth Valmy.

VETERANS

• Big news for World War II veterans, present and future, was the appointment of a World War II hero as new head of the Veterans Administration. On 7 June President Truman designated Gen. Omar N. Bradley, victorious commanding general of the 12th Army Group under Gen. Eisenhower, to succeed Brig. Gen. Frank T. Hines as Administrator of Veterans Affairs.

Gen. Bradley

In announcing that Gen. Bradley would take over as soon as he wound up his work in Europe, the President said that the change would be marked by a modernization of the Veterans Administration to meet the needs of the veterans of this war.

"I am accepting your resignation," he wrote Gen. Hines, "only because of a feeling which I have long held that the veterans of this war should have as the administrator of their affairs another veteran of this war." He pointed out at his press conference that he himself was a veteran of World War I and would not have wished to see the Veterans Administration operated by a veteran of the Spanish-American War.

Gen. Bradley, 52-year-old native of Missouri, is known as the "doughboys' general," and is rated one of the best-liked commanders among GIs. The four-starrer will serve in the VA job on loan from the Army, retaining his active status. The President said that he intended to find another post for Gen. Hines, who has been Veterans Administrator for the past 22 years.

• *Education or training* under laws administered by the Veterans Administration was entered into by 5,250 veterans during the month of April: 1,716 were disabled veterans being rehabilitated under Public Law 16, and 3,534 were enrolled under the GI Bill of Rights. This brings the total number of veterans now enrolled in education or training under these laws to 38,030. Breakdown shows that of those under Public Law 16, 10,224 are in educational institutions and 4,254 being taught on the job. Proportion favoring education under the GI Bill is even higher, with 22,547 in schools and only 1,005 receiving on-the-job training.

• *"Postwar jobs for veterans"* is the program of a new group in Illinois called Industry for Veterans, Inc. This nonprofit organization has as its purpose the obtaining of pledges from Illinois industry that a minimum of 25% of all postwar jobs will go to discharged servicemen and women. The statewide group of prominent industrialists is headed by an ex-Marine captain, recently returned from 22 months' service in the South Pacific. So far, concerns now employing more than 300,000 persons have signed the organization's pledge. On the 25% basis, this would indicate some 75,000 postwar jobs lined up for veterans in Illinois. Many national concerns have also signed the job-preference pledge, and inquiries have been received from other states.

• *Expansion plans:* (1) Veterans Administration now has 393 offices of all types in operation to give veterans information on rights and benefits, and regional office managers have been instructed to resurvey their territories and recommend establishment of new units wherever required to give services to veterans. . . . (2) WMC has announced immediate expansion of full-time local United States Employment Service offices from 1,507 to 2,103 to carry out their placement and counseling obligations under the GI Bill.

• To make more jobs available to qualified veterans, the War Manpower Commission is relaxing some of its rules on "interoffice recruitment" by the United States Employment Service. This is the system whereby, if there are more job openings in a community than there are applicants to fill them, USES offices in other communities will recruit workers for them. Similarly, if a local USES office has more applicants for jobs than there are jobs open in that community, it will inform its applicants of jobs open in other communities.

Previously, employers seeking the advantages of this interoffice plan had to be in essential industries and have a manpower priority. But under the new procedure, USES offices will now accept and process job orders from employers who wish to employ veterans, even though the employer is engaged in work of a less essential nature than was formerly required.

The procedure will, USES believes, make more jobs available to veterans in case they do not find suitable opportunities in their own communities, and it will reduce needless travel by veterans seeking jobs in other areas.

• Because of increasing interest in jobs abroad, U. S. Employment Service offices are now being supplied with a new booklet, "Guide to Foreign Employment Opportunities." The booklet lists Federal agencies and private companies recruiting workers for jobs in Alaska, Hawaii, Puerto Rico, Bermuda, South America, Europe, China, Africa, Arabia and other countries.

Included are a list of occupations, description of work in which employers are engaged, skills required to fill specific jobs, working conditions, housing facilities and other pertinent data. Job opportunities are for professional, semi-skilled and unskilled workers. Current list includes "supply inspectors, cooks, guards, machinists, watchmakers and watch repairmen, telegraphers, riveters, boilermakers, clerks, typists" and others.

Copies of the guide, which is not available for general distribution, will be furnished to interviewers in USES offices and also to USES counselors stationed at the Army's separation centers and the Navy's personnel redistribution centers.

• *Civilian occupations* into which U. S. Navy enlisted men and women—including Seabees, Waves, Spars and Coastguardsmen—can shift after their discharge have been listed in a new publication of the War Manpower Commission. The 400-page volume, called "Special Aids for Placing Naval Enlisted Personnel in Civilian Jobs," lists approximately 130 naval ratings and shows the civilian jobs to which each one is most closely related. Some 5,000 typical civilian occupations are listed. The volume, not available for general distribution, will be used by all U. S. Employment Service offices and in the Navy's personnel redistribution centers.

For reasons of security, the deed for which a man receives a decoration often cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story

SUBMARINES WIN UNIT CITATIONS

Barb, Salmon and Parche Battled Enemy on Surface

PRESIDENTIAL Unit Citations have been awarded to three submarines—the USS *Barb*, the USS *Salmon* and the USS *Parche*—for extraordinary heroism in action against enemy Japanese surface vessels in restricted waters of the Pacific.

The *Barb* tracked down a number of Japanese auxiliaries at night, hit and then ran for safety through shallow mine-infested waters. For this exploit her commanding officer, Comdr. Eugene B. Fluckey, USN, previously had received the Medal of Honor at a personal presentation by the Secretary of the Navy (ALL HANDS, May 1945, p. 61), but details were withheld for security reasons at that time. The *Salmon* tangled with a large hostile tanker and her four escorts and, seriously damaged, surfaced and fought off the enemy warships in point-blank runs as close as 50 yards.

The *Parche*, too, tangled on the surface with a heavily escorted Jap convoy in restricted Pacific waters and, in 46 minutes of violent action, sank four enemy ships, severely damaged another and escaped unscathed after missing by less than 50 feet being rammed by a fast Jap transport. Her skipper, Comdr. Lawson P. Ramage, USN, also had previously received the Medal of Honor (ALL HANDS, Feb. 1945, p. 56).

Barb Penetrates Harbor

From the bridge of the *Barb*, Comdr. Fluckey saw so many Japanese ships at anchor that he was filled with anxiety whether he could spread his torpedoes so that too many would not be wasted on a single target. It was night. Visibility was poor. The Japanese auxiliaries—freighters, tankers, munitions ships—were in an anchorage behind a screen of escorts blocking every logical approach. The water was so shallow that the attacking submarine would have to remain surfaced during its approach and for at least an hour after the attack.

Despite the odds, Comdr. Fluckey decided to dart into the harbor, make his strike and try to escape through the rocky uncharted waters, which, he noticed, were filled with fishing junks. The *Barb* moved in to the planned attack position. She let fly with everything she had, and moved toward the rocks at flank speed with right full rudder.

Fire spurted from several vessels. The first target settled in the water. Some ships that were hit were hidden by others burning in the line of vision. Smoke poured skyward. The side of one vessel blew out. Two ships exploded, scattering a shower of tracers in all directions.

Searchlights spotted the fleeing *Barb* for an instant, then blacked out. As the *Barb* streaked for open water the scene of the attack was covered by a smoke pall. Some of the Japanese escorts, in hot pursuit, were throwing a hail of shells, some of which were near misses. As Comdr. Fluckey had figured, the junks confused the enemy, some of them being mistaken for the *Barb*. Another of his calculations also worked out—the Japanese escorts were discouraged by the rocks. Dawn was breaking as the *Barb* reached open water, but even here she was not safe. A Japanese plane was spotted and the *Barb* was forced to submerge for the first time since she spotted the Japanese approach to the anchorage.

Salmon Defies Escorts

The *Salmon*, commanded by Comdr. Harley K. Nauman, USN, had a narrow squeak in her tussle with the enemy and was saved by hiding in a rain squall.

She contacted a large hostile tanker

Official U. S. Navy photograph

PARCHE'S own unofficial flag, designed by her crewmen, flies above conning tower as she returns to Pearl Harbor after fruitful war patrol.

nd approached boldly in defiance of ıe four escort ships cruising within 000 yards of the target. She cut ose her torpedoes and scored direct nd damaging hits. She was then damged by terrific depth-charging and ad to surface and fight off the Japaese warships in point-blank runs as ose as 50 yards. Two of the four scorts were put to flight.

When the *Salmon* surfaced to fight ff her pursuers the Japanese escorts ere visible despite the darkness. The earest, 5,000 yards off, picked out the *almon* with her searchlight and open-d fire but missed. Here luck broke in. he other three escorts opened fire on ıe first escort as it fired on the *Salon.* In the confusion the *Salmon* as able to hold off the first escort ith her guns.

The Japanese then discovered their rror and the first escort began to ake runs on the *Salmon,* firing shells hich burst so close aboard they lashed water on the submarine's ck. At this point the other three scorts now approached. Off to the uthwest lookouts on the *Salmon* otted a rain squall. As the first esrt closed in to within 50 yards, the *almon's* gunfire raked her decks, deroying most of the Japanese topside. he fled. Then the *Salmon* cut into the ain squall and the escorts, discourged, stopped the chase.

arche Nearly Rammed

To pick her fight, the *Parche* had alked the ships of a huge convoy for me time in dark and squally eather. When she opened fire, she und herself boxed by the convoy's scorts. The first target was so close at the *Parche* had to pull away to void being rammed. After a time the elative position improved and she put torpedo into the ship which touched ff a loud explosion.

The next target under fire was a nker. Her bow was blown off by the *arche's* torpedoes, and she sank imediately. Another tanker took a hit om the submarine, but remained float at reduced speed. Escorts sent p flares and began to lay down inense machine-gun fire on the submaine, which then turned and shot orpedoes at a new target with a sizble superstructure. Two torpedoes it amidships and sank the ship in a ouple of minutes.

The fire from the escorting vessels earby forced the *Parche* to turn on er course. As she turned she spotted he tanker which she had hit earlier nd slowed. Lights were now showing n the tanker's stern, indicating the apanese were manning their guns. The *Parche* moved in to within 500 ards, and the tanker opened up with verything it had.

The gunfire was so hot Comdr. Damage ordered all lookouts and spare ands below. The skipper and a quarermaster stayed on the bridge. Presntly another torpedo hit the tanker, ending her to the bottom.

As the *Parche* headed for the largst ship in the convoy, two Japanese scorts rained machine-gun fire on her. Meanwhile a smaller ship loomed on he submarine's starboard bow and ame head on, apparently set to ram. Flank speed was rung up, and when the *Parche* was half way across the on-coming ship's bow the commander ordered full right rudder, bringing the *Parche* and the ship almost alongside on opposite courses. The ship and the submarine cleared by less than 50 feet.

Now, boxed in by several small enemy ships, the *Parche* found the largest ship of the convoy dead ahead. The *Parche* fired, hitting the ship end on and stopping her. Then the submarine swung out and let fly at the target's side, sinking her.

Dawn was breaking, so the *Parche* left the hornet's nest.

Medal of Honor Awarded to Marine Killed on Guam

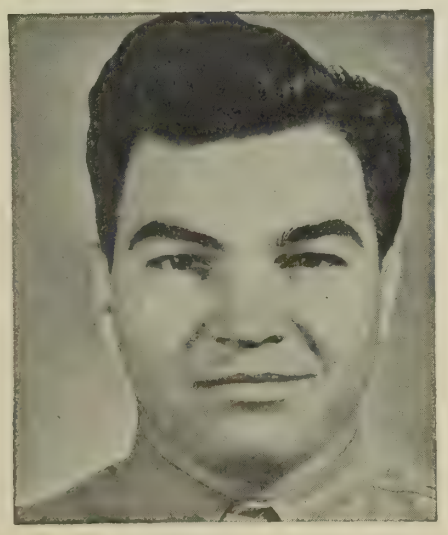
For risking his life twice to save his platoon when they were pinned down by Jap fire during the Battle of Finegayan on Guam, Pfc. Frank P. Witek, USMCR, has been posthumously awarded the Congressional Medal of Honor. The medal was presented to Mrs. Nora Witek, the marine's mother, by Gen. Alexander A. Vandegrift, Commandant of the Marine Corps, at Chicago last month.

While serving with the 1st Btn., 9th Marines, 3d Marine Div., his platoon was suddenly halted by heavy fire from well-camouflaged gun positions. Witek remained standing to fire a full magazine from his automatic at point-blank range into a depression housing Jap troops. He killed eight and enabled the greater part of his platoon to take cover.

During his platoon's withdrawal, he remained to safeguard a severely wounded comrade, courageously returning the enemy's fire until the arrival of stretcher bearers. He then covered the evacuation by sustained fire as he moved backward toward his own lines.

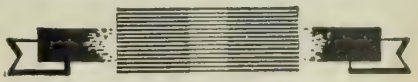
When his platoon was again pinned down by a hostile machine gun, Witek, on his own initiative, moved forward boldly, ahead of the reinforcing tanks and infantry, alternately throwing hand grenades and firing as he advanced to within five to 10 yards of the enemy position. He destroyed the machine-gun emplacement and an additional eight Japs before he himself was struck down by an enemy rifleman.

His valiant and inspiring action effectively reduced the enemy's fire power, enabling his platoon to attain its objective.



Official U. S. Marine Corps photograph

Pfc. Frank P. Witek



NAVY CROSS

Gold star in lieu of second award:

★ HUTCHINSON, Edward S., Capt., USN, Philadelphia, Pa.: As commanding officer of the USS *Rasher* during the first war patrol of that vessel he relentlessly sought out the enemy during a prolonged period of hazardous undersea operations. He took advantage of every favorable attack opportunity and, fighting his ship with determined aggressiveness, succeeded in sinking and damaging an important amount of vital hostile shipping.

★ THOMPSON, William C. Jr., Comdr., USN, Waterford, Conn.: As commanding officer of a submarine, he skillfully delivered intelligently planned and well-executed attacks against enemy shipping. His conduct throughout was an inspiration to his officers and men.

First award:

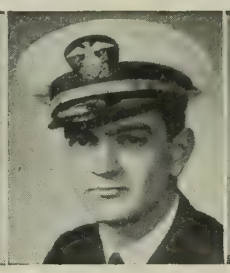
★ ALEXANDER, Ralph C., Capt., USN, Washington, D. C.: While serving as CO of a cruiser 14-24 Oct. 1944, he distinguished himself by extraordinary heroism. On 14 Oct., during a heavy enemy torpedo plane attack on our forces, he fought his ship so effectively that she shot down six torpedo planes. During another operation he maneuvered his ship so as to repel attacking enemy aircraft and destroyed at least two. During both actions his calm determination and courage were a source of great inspiration to his men.

★ ANDREWS, Thomas L. Jr., Lt., USNR, Amarillo, Tex.: While serving aboard an escort carrier in action against a large enemy fleet, he organized and pressed home a coordinated air attack on an enemy warship in spite of intense antiaircraft fire. By his courage, skill and determination in attack he inspired confidence and courage in his group in their attack. He, along with others in his flight, scored a hit amidships, causing the ship to sink a few hours later.

★ ASHLEY, James H. Jr., Comdr., USN, Melbourne, Fla.: As CO of a submarine during a war patrol in the Pacific, through his daring, outstanding aggressiveness and tenacity, he launched well-planned and smartly executed attacks which resulted in the sinking of enemy ships totaling over 12,000 tons and in damaging enemy combatant ships totaling over 27,500 tons. His conduct throughout was an inspiration to his officers and men and in keeping with the highest traditions of the naval service.

WINNERS OF THE NAVY CROSS

Thomas L. Andrews Jr.
Lt., USNR


Marshall D. Barnett Jr.
Lt. (jg), USNR

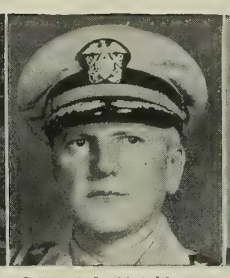
Robert W. Bass
GM2c, USNR

LeRoy Brandon
PhM1c, USNR

Patsy Capano
Lt., USNR

Ernest H. Cochran
Lt. (jg), USNR

Vincent H. Harris
Lt. (jg) USNR

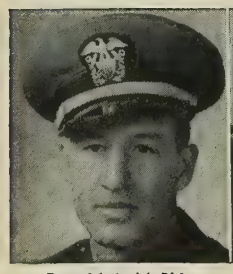

Edward S. Hutchinson
Capt., USN

Joseph L. Kane
Capt., USN

Robert C. Kerr
Ens., USNR

Royce P. Lodholz
Lt. (jg), USNR

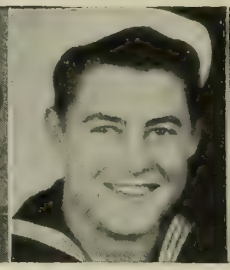
David H. McClintock
Comdr., USN


Donald A. McPhie
Lt. (jg), USNR

Joseph N. Murphy
Capt., USN

Chester W. Nimitz Jr.
Comdr., USN

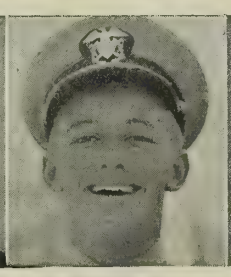
Terrell A. Nisewaner
Comdr., USN

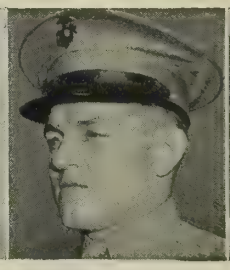

Raymond M. Roberts
S1c, USN

Eugene B. Sawyer
Lt. (jg), USNR

Hartman A. Soli
Lt., USNR

Jerry A. Steward
Capt., (CEC) USNR


Eugene J. Streeter
Lt. (jg), USNR


Cecil R. Tolley
Pfc., USMCR

Philip L. West
F1c, USNR

Lloyd N. Wood
Lt., USNR

Photographs not available of Capt. Ralph C. Alexander, USN, Comdr. James H. Ashley Jr., USN, and Comdr. William C. Thompson Jr., USN.

★ BARNETT, Marshall D. Jr., Lt. (jg), USNR, Dallas, Tex. (missing in action): As pilot of a scout divebomber attached to a carrier air group during the Battle for Leyte Gulf, he fought his plane boldly and with relentless determination despite accurate and intense antiaircraft fire during a brilliantly executed attack on a Jap light cruiser. With his plane badly damaged by a burst of hostile fire in the execution of his dive, he continued his same daring tactics and released his bomb load at perilously low altitude to score a direct hit on the enemy craft. By his superb flying ability, indomitable fighting spirit and cool courage, maintained at great personal risk, he contributed immeasurably to the extensive and costly damage inflicted on the Japanese fleet in this vital war area.

★ BASS, Robert W., GM2c, USNR, Durham, N. C.: As a member of a naval combat demolition unit in the 7th Beach Battalion during the Normandy invasion, he fearlessly proceeded in the face of heavy German artillery, machinegun and rifle fire and worked tirelessly with his crew to clear a section of the beach. Although seven of the 12-man unit were killed or wounded, they succeeded in blasting a 50-yard gap through the treacherous and formidable beach obstacles. After completing the mission, Bass again braved the enemy barrage to render aid to his men and was himself wounded while carrying injured crewmates to safety. He contributed materially to the success of the Allied offensive in that area.

★ BRANDON, LeRoy, PhM1c, USNR, Durant, Okla.: During operations against the enemy at Leyte on 20 Oct. 1944, when his ship received 11 direct hits from enemy artillery fire, igniting

o trucks loaded with ammunition, left his station and proceeded to e vicinity of the fire in an endeavor reach the wounded, thereby exposg himself to bursting ammunition d hand grenades. While carrying e of the casualties from the fire, he as severely wounded. In spite of his jury he continued to carry the casalty to the dressing station until he llapsed from loss of blood.

CAPANO, Patsy, Lt., USNR, Fall iver, Mass. (missing in action): As lot of a torpedo plane attached to e USS *Kalinin Bay* during the Battle r Leyte Gulf when his task force as in imminent danger of being deroyed by heavy gunfire from an erwhelming force of hostile warips, he piloted one of the first planes unched, immediately maneuvering to tack the leading heavy cruiser. In ld defiance of the enemy's devasting antiaircraft fire, he scored three rect hits. Promptly joining a group fighting planes when his bomb load as expended, Lt. Capano fought galntly in the face of terrific opposion, making four determined strafing ns which resulted in considerable mage to the cruiser and effectively verted hostile fire from our bombers d torpedo planes.

COCHRAN, Ernest H., Lt. (jg), USNR, osciusko, Miss.: As pilot of a carer-based plane he pursued and atcked a Jap ship in the Southwest acific Area. The strike was made in e face of an intense barrage of fire cluding projectiles from the main tteries of the enemy ship. With bold termination and utter disregard for s personal safety he drove home his tack which resulted in serious mage to a major enemy ship.

HARRIS, Vincent H., Lt. (jg), USNR, ew York, N.Y.: As pilot of a plane the Southwest Pacific Area he purued and attacked a Jap ship. In the ce of an intense barrage of fire he ade his attack with bold determinaon and utter disregard for his own fety. The strike in which he parcipated so valiantly resulted in seris damage to a major ship of the emy.

KANE, Joseph L., Capt., USN, Brookn, N. Y.: As commanding officer of n escort carrier he furnished air suport to amphibious attack groups nding on enemy-held shores. While is ship was under repeated air atacks he maneuvered it skillfully, diecting its air groups effectively gainst an enemy fleet. His actions ontributed directly to turning away he Jap forces from the battle. His onduct was exemplary and gave enouragement to the personnel of his hip and its attached squadrons.

KERR, Robert C., Ens., USNR, harleston, S. C. (posthumously): Vhile serving on board the USS *Birmingham* when a hostile bomb struck he USS *Princeton* during the Battle or Leyte Gulf, he was seriously ounded when a terrific explosion in he magazine section of the *Princeton* urled him from his position on the tarboard catapult onto the steel hangar deck. The explosion killed or vounded half of the *Birmingham's* crew. Ensign Kerr steadfastly refused medical attention, insisting that others in the area be cared for first. Although still conscious and suffering intense pain, be obtained materials for a tourniquet and after applying it to his injured leg, injected himself and two other casualties with morphine syrettes. Again refusing assistance, he requested that the others be evacuated below decks and, remaining in the danger area for more than an hour while his ship was under constant aerial attack, bravely instructed others in the administration of first aid and comforted the wounded and the dying. He succumbed to his wounds on the following day.

★ LODHOLZ, Royce P., Lt. (jg), USNR, Negaunee, Mich.: As a pilot in the Southwest Pacific Area he boldly attacked a large task force of the Jap navy. The strike was made in the face of an intense barrage of fire and with the knowledge that his fuel supply was insufficient to carry him safely back to base. He drove his attack home with such determination and utter disregard for his personal safety that it resulted in severe damage to Jap ships and contributed to the retreat of the enemy fleet.

★ MCCLINTOCK, David H., Comdr., USN, New London, Conn.: As commanding officer of a vessel in a war patrol in enemy-controlled waters of the Southwest Pacific Area, he led his ship in a series of daring attacks against enemy units of considerable size. Despite the efforts of alerted escorts and the hazards of dangerous waters, he succeeded in severely damaging enemy ships. In his last effort, he sank a large enemy ship with direct hits. His operations were all conducted in close proximity to strong Japanese forces.

U. S. Naval Aviator Honored by Britain

Comdr. Joseph C. Clifton, USN, Paducah, Ky., has been made an Honorary Companion of the Distinguished Service Order of Great Britain for valor displayed on 19 April 1944 while he was serving aboard the USS *Saratoga*. Admiral of the Fleet Sir James Somerville made the presentation recently at Washington, D.C.

Comdr. Clifton

Comdr. Clifton, former Naval Academy fullback, was cited for his great courage, leadership and skill as the air commander of two carrier-borne air groups in the successful attack on the Japanese base at Sabang. He aided in saving his wingman, shot down two miles from the Sabang shore batteries, by driving off a Jap torpedo boat which threatened the destroyer making the rescue.

★ MCPHIE, Donald A., Lt. (jg), USNR, Provo, Utah (missing in action): As pilot of a carrier-based scout bomber during the Battle for Leyte Gulf he was an aggressive and intrepid airman, experienced in combat flying, and fought his plane boldly despite strong aerial opposition and withering, intense antiaircraft fire. He pressed home a determined divebombing attack on a hostile carrier. With his plane badly damaged by a burst of hostile fire in the execution of his dive, he continued his same daring tactics and, accurately releasing his bomb load at perilously low altitude, scored a direct hit on the enemy craft which contributed to her sinking. His superb flying ability, indomitable fighting spirit and cool courage were essential factors in the extensive and costly damage inflicted on the Jap fleet.

★ MURPHY, Joseph N., Capt. (then Comdr.), USN, Washington, D.C.: As executive officer of the USS *Princeton* when that vessel was attacked by Jap aircraft during the Battle for Leyte Gulf and blazing furiously and rocked by explosions, he gallantly remained aboard for a period of seven hazardous hours. He directed heroic efforts toward saving the *Princeton*, despite the terrific damage, and personally led fire-fighting parties into areas of great danger.

★ NIMITZ, Chester W. Jr., Comdr., USN, Wellfleet, Mass.: As commanding officer of a submarine on its 7th war patrol in enemy-controlled waters he skillfully directed his vessel in a series of successful torpedo attacks and a gun attack on Jap men-of-war and escorted merchant shipping. With outstanding aggressiveness and determination to inflict the maximum damage on enemy forces he engaged and sank several enemy warships. In further attacks on heavily escorted convoys he accounted for a total of 17,100 tons of shipping sunk and 1,300 tons damaged. He displayed sound tactical judgment in his decisions on all attacks and maneuvered his ship expertly.

★ NISEWANER, Terrell A., Comdr., USN, Coronado, Calif.: As CO of a destroyer in an attack against an advancing column of warships in the Southwest Pacific area he directed his ship against prolonged and heavy enemy gunfire to a position where he launched an accurate attack. He directed repair and damage-control operations in a cool, efficient manner, and by example inspired his men to such an extent that leaks were brought under control, enabling the ship to proceed under its own power. He personally entered the flooded, oil-soaked, burning engine room to rescue several of his own men trapped below and too badly hurt to help themselves.

★ ROBERTS, Raymond M., S1c, USN, San Francisco, Calif. (posthumously): While serving as acting gun captain aboard a warship during the invasion of Tinian, he was steadfast and alert at his new station, bringing his weapon into action against a pound-

ing barrage from hostile shore batteries. Although seriously wounded in the face by a hail of shell fragments early in the engagement, he courageously remained at his post and fired his gun with fierce determination until a second shower of fragments caused him to fall to the deck, mortally wounded. Even then, he stoically refused help for himself and ordered his men to keep firing. By his unwavering devotion to duty and great personal valor, Roberts was an example and inspiration to his comrades.

★ SAWYER, Eugene B., Lt. (jg), USNR, Plain City, Ohio: As a pilot during an attack on a Jap task force in the Southwest Pacific Area he made a strike in the face of an intense barrage of fire. In spite of the fire and with the knowledge that his fuel supply was insufficient to carry him safely back to his base, he drove home his attack with determination and utter disregard for his own safety. The strike resulted in severe damage to Jap ships and materially contributed to the retreat of the enemy fleet.

★ SOLI, Hartman A., Lt., USNR, Bay City, Tex.: While serving as the leader of a four-plane division of carrier-based fighter planes assigned to an escort strike mission against the Jap fleet in the Philippine Sea area, he led his division in a courageous and determined attack, scoring two hits and strafing the decks of an enemy cruiser. His audacious attack, pressed home to low altitude in the face of vicious and heavy antiaircraft fire from numerous other units of the enemy fleet, so diverted fire to himself that the planes following him in the attack were able to complete their mission effectively.

★STEWARD, Jerry A., Capt. (then Lt.), (CEC) USNR, Fairfield Tex.: During the bombardment and occupation of the Philippine Islands beginning on 10 Dec. 1941, he was courageous and untiring under repeated and sustained hostile bombing and strafing attacks. He rendered valiant service during the gallant stand by our forces against a prolonged and determined siege by the Japanese.

★STREETER, Eugene J., Lt.(jg), USNR, Fresno, Calif. (missing in action): While serving as a fighter pilot in a squadron attached to the USS *Wasp* during action off Mindoro on 26 Oct. 1944, he suddenly found himself as the only protection for eight torpedo bombers which were making a strike against large units of the Jap fleet. When three hostile fighters came in from above he pressed home an accurate, daring attack which destroyed one of the planes and courageously employed evasive maneuvers with the remaining fighters, vainly attempting to lose them. Although his plane was so severely damaged that he was forced to effect a water landing, he succeeded in diverting the enemy aircraft from the torpedo bombers until assistance arrived, thereby enabling our planes to carry out their highly important mission.

★ TOLLEY, Cecil R., Pfc., USMCR, Calhoun City, Miss.: During the invasion of Tinian, on 25 July 1944, while he was serving with a Marine rifle company, the enemy succeeded in throwing hand grenades into the machine-gun position he occupied. The grenades seriously wounded two marines, rendering one unconscious and incapacitating the other, and wounded Tolley in the right arm and leg. Without orders he dragged himself to the machine gun, loaded it with one hand and fired four boxes of ammunition before becoming unconscious. His machine gun accounted for a large number of the enemy and aided greatly in repulsing the counterattack. His initiative and heroic actions were an inspiration to all.

★WEST, Philip L., F1c, USNR, Long Beach, Calif. (posthumously): While attached to the USS *Johnston* during the Battle off Samar, when that vessel was severely damaged by enemy gunfire he reentered a steam-filled compartment to rescue a trapped shipmate, although he had been seriously burned. While carrying out his voluntary mission he lost his own life.

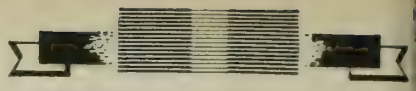
★ WOOD, Lloyd N., Lt., USNR, Villa Ridge, Mo.: While attached to Bombing Squadron 13 aboard an *Essex*-class carrier he scored a direct bomb hit on a large Jap carrier in the face of intense antiaircraft and airborne opposition. The hit resulted in the sinking of the enemy vessel.

Veteran Explorers Given Polar Expedition Medals

Two veteran Polar explorers, Capt. Robert A. Bartlett and Comdr. Donald B. MacMillan, USNR (Ret), were presented with Peary Polar Expedition Medals for the part they played 36 years ago in Admiral Peary's voyage, at ceremonies at the Boston Army Base last month.

The awards were made by Rear Admiral Felix X. Gygax, USN, Commandant of the 1st Naval District, aboard Capt. Bartlett's schooner, the *Effie J. Morrissey*, which is being fitted out at the base for another trip to the Arctic. The explorers were cited for their "exceptional fortitude, superb seamanship and fearless determination" which contributed materially to the success of the expedition in the discovery of the North Pole in 1908-09.

Capt. Bartlett and Comdr. MacMillan headed supporting parties when Admiral Peary made his dash for the pole. Capt. Bartlett, who was master of the *Roosevelt*, reached the 88th parallel before turning back, while Comdr. MacMillan was carried back from the 85th parallel with frozen feet. Both men have made frequent trips to the Arctic since. Capt. Bartlett retired from the Naval Reserve with the rank of lieutenant commander in 1939. Comdr. MacMillan was recalled to active duty early in this war.



DISTINGUISHED SERVICE MEDAL

Gold star in lieu of second award:

★ SMITH, Julian C., Maj. Gen., USMC Washington, D.C.: As Commanding General, Expeditionary Troops, 3d Fleet, from July to October 1944, he was meticulous in the preparation of over-all plans for a determined offensive against Peleliu and Angaur in the Palaus and Yap in the Carolines. He consistently displayed brilliant leadership and keen initiative in welding the troops under his command into a powerful fighting unit. Conducting the operations of his command in the Peleliu-Angaur campaigns boldly and with superb tactical ability he hurled the full strength of his force against a fanatical enemy deeply entrenched in strong fortifications, pressing forward in a relentless drive against each objective. Distinguishing himself by his superb generalship and decisive valor he contributed materially to the success of our sustained drive toward the enemy in the Pacific.

Gen. Smith

First award:

★DAVIS, Milton S., Commodore, USN (Ret), San Francisco, Calif.: As port director, San Francisco, from 1 Oct. 1939 to March 1943 and as regional shipping director from 13 Dec. 1943 to March 1945, he performed exceptionally meritorious service. By his expert appraisal of shipping conditions and his efficient reorganization and expansion of the office of the port director, Commodore Davis made possible the effective handling of a tremendously increased load of shipping activities attendant upon the opening of hostilities in the Pacific area. Skillfully obtaining the support and cooperation of the many civilian agencies and organizations necessary for the smooth functioning of cargo movement and water-borne shipping he was able to surmount the many and varied problems of this vital phase of our successful prosecution of the war against Japan.

Commodore Davis

LEGION OF MERIT

Gold star in lieu of third award:

★ CATER, Charles J., Capt., USN, Anniston, Ala.: Commander of a destroyer squadron and a gunfire sup

ort unit, invasion of southern France.

★ WILSON, Ralph E., Capt., USN, Salem, Oreg.: Assistant chief of staff, operations, staff of Commander 3d Fleet, Central and Southwest Pacific operations, 15 June to 22 Oct. 1944, 27 Oct. 1944 to 26 Jan. 1945.

Gold star in lieu of second award:

★ CATER, Charles J., Capt., USN, Anniston, Ala.: Commander of a destroyer squadron, Italy, 15 May to 5 Aug. 1944.

★ DEL VALLE, Pedro A., Maj. Gen., USMC, Alexandria, Va.: Commanding General, 3d Amphibious Corps Artillery, Guam, 21 July-10 Aug. 1944.

★ GEHRES, Leslie E., Capt. (then Commodore), USN, Coronado, Calif.: Commander, Fleet Air Wing 4, commander of a task group, September 1943 to August 1944.

★ LANING, Caleb B., Capt. (then Comdr.), USN, Kansas City, Mo.: CO of a destroyer, New Guinea, Molucca and Philippine areas, 25 Dec. 1943 to 24 Oct. 1944.

★ MCGOVERN, John B., Commodore, USN, New York, N.Y.: Transport group commander in south and central Pacific waters, June and July 1944.

First award:

★ CUSHMAN, Thomas J., Brig. Gen., USMC, San Diego, Calif.: Air Defense Commander, Marianas, 1 Nov. 1944 to 4 April 1945.

★ FROST, Lawrence H., Capt., USN, Washington, D. C.: Communications officer, Ellice, Gilbert, Marshall, Marianas, Western Caroline islands.

★ HERSEY, Mark L. Jr., Capt. USN, Newport, R. I.: CO of an advance naval base, 5 Jan. 1944 to 5 April 1945; Commander, Naval Bases, South Solomons Sub-area, 19 July 1944 to 5 April 1945.

★ LITCH, Ernest W., Capt., USN, South Weymouth, Mass.: CO of the USS *Lexington*, western Pacific.

★ MACDONALD, Philip N., Lt., USN, Pascoe, Wash.: Attached to USS *Lexington*, Pacific area.

★ MAGUIRE, Charles J., Capt., USN, Coronado, Calif.: Staff of Commander, 7th Fleet, 24 June 1944 to 11 April 1945.

★ MERRITT, Clinton J., Lt., USN, Piedmont, S. C.: OOD of an escort carrier, Battle for Leyte Gulf.

★ MOORE, Robert B., Comdr., USN, Charlotte, N. C.: Executive officer of an escort carrier, Battle for Leyte Gulf.

★ MURRAY, George D., Vice Admiral (then Rear Admiral), USN, Washington, D. C.: Chief of Naval Air Intermediate Training and Commandant, Naval Air Training Center, Pensacola, 26 Nov. 1942 to 20 Jan. 1944, Chief of Naval Air Training, 20 Jan. to 4 Aug. 1944.

★ NIELSON, Joseph L., Capt., USNR, Pocatello, Idaho: CO of an advance naval base, British Solomon Islands area, 23 Sept. 1943 to 15 March 1945.

★ ROBBINS, Reginald C. Jr., Lt. Comdr., USNR, Houlton, Maine: CO of a destroyer escort, Anzio-Nettuno, January 1944.

★ SHERMAN, Edwin F., Lt., USNR, Providence, R. I.: Commander of a minesweeping unit, invasion of southern France.

★ SOULE, Rufus A. 3d, Lt. Comdr., USNR, West Newton, Mass.: CO of a destroyer escort, Anzio-Nettuno, January 1944.

★ THOMAS, Frank P., Capt., USN, Annapolis, Md.: CO of the USS *North Carolina*, 27 May 1943 to 6 Oct. 1944, Pacific area.

★ TREGALIA, Joseph L. V., Lt. Comdr., USNR, Staten Island, N. Y.: Harbormaster, pilot, and salvage-master, Southwest Pacific Area.

Submarine CPO Wins Fourth Silver Star

For gallantry on war patrols of a submarine during which he contributed to the sinking of more than 70,000 tons of enemy shipping, Ralph N. Shaver, CRT, USN, Lenoir, N.C., has been awarded gold stars in lieu of second, third and fourth Silver Star Medals. In making the awards at New London last month, Capt. W. B. Thorp, USN, chief of staff to Commander Submarines, Atlantic Fleet, pointed out that Shaver is the first submarine enlisted man to receive a fourth Silver Star.

The gold star in lieu of a second Silver Star was awarded for his work as chief radioman of his submarine. Under the most difficult conditions he skillfully furnished his commanding officer vital information, enabling him to sink over 39,000 tons of enemy shipping and damage over 4,000.

During another war patrol, Shaver's ability in transmitting information to his CO contributed directly to the sinking of an important amount of enemy shipping and the damaging of an enemy warship. For this he was awarded his third Silver Star.

His fourth award came for contributing materially to the sinking of more than 30,000 tons of enemy shipping. His calm manner and devotion to duty were of valuable assistance and his conduct an inspiration to all with whom he served.

SILVER STAR MEDAL

Gold star in lieu of third award:

★ MANDEL, Herbert I., Lt. Comdr., USN, Brooklyn, N. Y.: Assistant approach officer, submarine.

Gold star in lieu of second award:

★ SMILEY, Clare B., Comdr., USN, Birmingham, Ala.: CO of the USS *Eberle*, invasion of southern France.

First award:

★ ALVIS, Frank R., Lt., USNR, Richmond, Va.: Officer aboard a submarine.

★ ASHTON, Robert K., Comdr. (then Lt. Comdr.), USNR, Rhinelander, Wis.: Assistant first lieutenant of the USS *Lexington*, Pacific area, 4 Dec. 1943.

★ BALL, Joe F., Lt. (jg), USNR, Fullerton, Calif.: Commander of an aircraft.

★ BARRICKMAN, Carlisle Jr., PhM2c, USN, Bagdad, Ky. (posthumously): Hospital corpsman attached to a rifle company, 3d Bn., 21st Marines, 3d Marine Div., Guam, 21-31 July 1944.

★ BELL, James H., HA1c, USN, Washington, D. C., (posthumously): Served with a rifle company, 1st Bn., 2d Marines, 2d Marine Div., Saipan, 24 June 1944.

★ BENNETT, John T., Capt. (MC) USN, Hattiesburg, Miss.: Senior medical officer on a ship, August 1943 to December 1944.

★ BLEWETT, Kenneth L., HA1c, USNR, Oklahoma City, Okla. (posthumously): Served with the 2d Bn., 5th Marines, 1st Marine Div., Peleliu, 12 Oct. 1944.

★ BOBCZYNSKI, Sigmund A., Lt. Comdr., USN, Portsmouth, N. H.: Assistant approach officer on a submarine.

★ BROWN, John Mason, Lt., USNR (inactive duty), New York, N. Y.: Force public relations officer, staff of the naval commander, Western Task Force, invasion of Normandy.

★ BRUCE, Charles A., CPhM, USN, Avondale, Md. (missing in action): Member of the crew of a ship.

★ CALLIHAN, Clyde Jr., HA1c, USN, Walbridge, Ohio (posthumously): Action on Saipan, 25 June 1944.

★ CHELLEW, Homer W., Lt. (jg), USN, Kansas City, Mo.: Plotting officer aboard a submarine.

★ COPP, LeRoy F., PhM1c, USNR, Summit, Ill. (posthumously): Attached to the 3d Bn., 21st Marines, 3d Marine Div., Guam, 26 July 1944.

★ CRANE, John F., Lt. (jg), USNR, Wood-Ridge, N. J.: Control officer in charge of antiaircraft guns, USS *Lexington*, Pacific area, 4 Dec. 1943.

★ DAVIS, Ezra A. A., CEM, USN, Sioux City, Iowa: Electrician's mate in charge aboard a submarine.

★ ELLIOTT, William L., PhM3c, USN, Colorado Springs, Colo. (posthumously): Served with the 2d Bn., 20th Marines, 4th Marine Div., Saipan, 14-19 June 1944.

★ FESHOH, William E., PhM3c, USNR, Elmira Heights, N. Y. (posthumously): Attached to the 3d Bn. of a regiment of the 1st Provisional Marine Brigade, Guam, 27 July, 1944.

★ FLETCHER, William B. Jr., Capt. (then Comdr.), USN, Washington, D. C.: CO of the USS *Libra*, Solomons area, 7-9 Aug. 1942, Funafuti, Ellice Islands, 2-3 Oct. 1942.

★ GLOVER, Cato D., Capt., USN, Camden, S. C.: CO of the USS *Enterprise*, Battle for Leyte Gulf, 25 Oct. 1944.

★ GROOM, Eugene, PhM2c, USNR, Odessa, Mo. (posthumously): Senior medical corpsman of his rifle company, attached to the 2d Bn., 3d Marines, 3d Marine Div., Guam, 25 July 1944.

★ HENDRICKS, William F., PhM3c, USNR, Detroit, Mich. (posthumously): Attached to a Marine division, Saipan, 15 June 1944.

★ HILLER, Fred J., Lt., USNR, Memphis, Tenn.: Battery officer on an escort carrier, Battle for Leyte Gulf.

★ HODGES, Samuel Jr., PhM1c, USNR, Petersburg, Tex. (posthumously):

SILVER STAR MEDAL cont.

Medical collecting section, Saipan, 15 June 1944.

★ HOLMES, Calvin D., S1c, USNR, Chicago, Ill.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

★ JOHNSON, Wilford A., S1c, USN, Oakland, Calif.: Member of the crew of an escort carrier, southwest Pacific area.

★ KEETCH, Jim M., PhM2c, USN, Waco, Tex. (posthumously): Attached to Co. C, 2d Medical Bn., 2d Marine Div., Saipan, 15 June to 9 July 1944, Tinian, 24-31 July 1944.

★ KELLY, James L., Lt. (jg), USNR, Peoria, Ill.: Member of the crew aboard an escort carrier, Southwest Pacific Area.

★ KENTER, William V., S1c, USN, Omaha, Neb.: Member of the crew of an escort carrier, Battle for Leyte Gulf.

★ KRUPINSKI, Sylvester F., HA1c, USNR, West Allis, Wis. (posthumously): Attached to Co. C; 1st Bn., 1st Marines, 1st Marine Div., Peleliu, 18 Sept. 1944.

★ LEE, Jack R., S2c, USNR, Sanger, Calif.: Member of the crew of an escort carrier, Battle for Leyte Gulf.

★ LEIBIK, Albert J., PhM2c, USNR, Chicago, Ill. (posthumously): Attached to the 3d Bn., 24th Marines, 4th Marine Div., Saipan, 16-19 June 1944.

★ LINDSEY, James H., PhM3c, USNR, Tuscaloosa, Ala.: Attached to a Marine Battalion, Battle of Piva Forks, Bougainville, 23 Nov. 1943.

★ LOCKLEAR, Melvin L., CCS, USN, Oklahoma City, Okla. (posthumously): Aboard the USS *LST 531*, England, 28 April 1944.

★ MANESS, Lloyd B., CEM, USN, Greensboro, N. C. (missing in action): Hydraulic manifold operator, chief of the boat, USS *Growler*, 11 Aug.-26 Sept. 1944.

★ MCGURL, Daniel M., Capt., USN, Minersville, Pa.: Commander of a supporting unit of cruisers of a fast carrier task group, 13 Oct. 1944.

★ MCKINNEY, Joseph D., Comdr., USN, San Anselmo, Calif.: In command of a destroyer, Saipan, Battle of the Philippine Sea, Guam, Palau-Yap-Ulithi raids, Palau, Mindanao, Visayas, Luzon, Nansei Shoto, Formosa, Battle for Leyte Gulf.

★ MCKNIGHT, Carl H., PhM2c, USNR, Nashville, Tenn. (posthumously): Attached to the 1st Provisional Marine Brigade, Guam, 21 July-10 Aug. 1944.

★ MILLER, Robert L., S1c, USNR, Chilton, Wis.: Member of the crew of an escort carrier, Battle for Leyte Gulf.

★ MOR, Melvin A., Lt. (jg), USNR, Toledo, Ohio (missing in action): Pilot of a fighter bomber plane, Air Group 14, Philippines, 12 Sept. 1944.

★ PITTINGTON, Ira F., PhM2c, USNR, Peetz, Colo. (posthumously): Served with assault rifle company, Headquarters Co., 3d Bn., 6th Marines, Saipan, 15-16 June 1944.

★ RASHIO, Vincent P., S1c, USNR, Portland, Oreg.: Member of the crew, escort carrier, Battle for Leyte Gulf.

★ RIORDAN, William J., HA1c, USNR, Odell, Ill. (posthumously): Company aid man, Marine division, Saipan, 15 June-4 July 1944.

★ ROBINSON, Dunlap R., Lt. Comdr., USNR, Auburn, Calif.: Navigator of a destroyer, Southwest Pacific Area.

★ ROBINSON, Paul, PhM1c, USN, San Rafael, Calif.: Aboard an aircraft carrier, Philippines, 24 Oct. 1944.

★ ROBY, Raymond K., HA1c, USNR, Racine, Wis. (posthumously): Aid man with a Marine division, Saipan, 17 June 1944.

★ SAGANIEC, Stanley A., SC2c, USNR, Garfield, N. J. (posthumously): Aboard *PT 129*, New Guinea, 7 May 1944.

★ SHARP, William W., S1c, USN, Lewistown, Mont.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

★ SHOEMAKER, John A., S1c, USNR, Delaware, Ark.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

★ SIECKMANN, William A., S1c, USNR, San Bernardino, Calif.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

★ SIMPSON, Daniel W., Lt. (jg), USNR, Warwick, Ga.: Officer of the deck of a submarine.

★ SMITH, Robert M., Lt., USNR, Wheaton, Ill.: Battery officer on an escort carrier, Battle for Leyte Gulf.

★ SNYDER, Richard T., BM1c, USCG, Fremont, Ohio: Action on Biak Island, 27 May 1944.

★ STOLZ, David J., Lt. (jg), USNR, Syracuse, N. Y.: Battery officer on an escort carrier, Battle for Leyte Gulf.

★ THOMAS, George E., S1c, USNR, San Jose, Calif.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

★ TREVVETT, Walter R., BM1c, USN, Laurel, Va.: Aboard a vessel, Battle for Leyte Gulf.

★ TRIPLETT, Donald A., S1c, USNR, Howard Lake, Minn.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

Hoist (NTC, San Diego)

"Sorry, I can't take you aboard. We're two men over ship's company allowance now."

★ ULBERG, Merle S., S1c, USN, Anderson, Calif.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

★ WASHER, John H., S1c, USNR, Anchorage, Ky.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

★ WELCH, William R., StM1c, USNR, Toledo, Ohio: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

★ WESSON, Joseph H., Comdr., USN, Pasadena, Calif.: In command of a destroyer, Saipan, Battle of the Philippine Sea, Guam, Palau-Yap-Ulithi, Mindanao, Visayas, Luzon, Nansei Shoto, Formosa, Battle for Leyte Gulf.

★ WHETSTONE, Joe R., S1c, USNR, Titus, Ala.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

★ WIANT, Thomas S., MM2c, USN, Golcunda, Ill. (missing in action): Battle off Samar.

★ WILKINSON, Joseph M. Jr., S1c, USNR, Baton Rouge, La.: Member of the crew aboard an escort carrier, Battle for Leyte Gulf.

DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

★ WEYMOUTH, Ralph, Lt. Comdr., USN, Detroit, Mich.: Pilot of a divebomber, Tarawa and Wake, 18 Sept. and 5 Oct. 1943.

First award:

★ ALLEN, Harry R., Lt. (jg), USNR, Bement, Ill.: Bombing Squadron 13, Marianas, Philippines, Formosa, Bonins.

★ BAKER, Howard J., Lt., USN, North Seattle, Wash.: Pilot of a patrol plane, Patrol Squadron 63, Gilbraltar, February 1944.

★ BARRUCH, Herbert R., Lt. (jg), USNR, Brooklyn, N. Y.: Bombing Squadron 13, Marianas, Philippines, Formosa, Bonins, Ryukyus.

★ BLACKWELL, Frank H., Lt. (jg), USNR, Petersburg, Va.: Action in the Southwest Pacific.

★ BLAIR, Frederick J. C., Ens., USNR, Seattle, Wash. (missing in action): Pilot in a fighting squadron, USS *Hornet*, Formosa and Philippine areas, 14 Oct. 1944.

★ CALDWELL, David C., Lt. Comdr., USN, Lanikai, Oahu, T. H.: Flight leader, carrier-based bombing squadron, 29 Oct. 1944.

★ CHASE, Kenneth C. Jr., Lt. (jg), USNR, Dayton, Ohio (posthumously): Pilot in a fighting squadron, USS *Hornet*, Nansei Shoto, 10 Oct. 1944.

★ DAYHOFF, Nelson W., Lt., USNR, Abilene, Kans. (missing in action): Pilot in a fighting squadron, USS *Hornet*, Formosa and Philippine areas, 14 Oct. 1944.

★ DIBB, Robert A. M., Lt., USN, Burbank, Calif. (posthumously): Leader of a division of fighter planes, Truk and Tinian, 16-22 Feb. 1944.

Navy Yard News (Boston)

★ DOBBIE, William C. Jr., ARM2c, USNR, Fairmont, W. Va.: Combat aircrewman of a carrier-based divebomber, Philippine Sea, 25 Oct. 1944.

★ EMRICK, Paul E., Comdr. (then Lt. Comdr.), USN, Butler, Pa.: Commander of a torpedo squadron, Marcus Island, 31 Aug. 1943.

★ FISCHER, William F. Jr., Lt. (jg), USNR, Bronx, N. Y.: Pilot of a plane, Philippines, 21 Sept. 1944.

★ GOLDBERG, Samuel E., Lt. (jg), USNR, Oakland, Calif. (missing in action): Pilot in a fighting squadron, USS *Hornet*, Formosa and Philippines, 14 Oct. 1944.

★ GRUBIN, Seaman, Lt. (jg.), USNR, New York, N. Y. (missing in action): Pilot of a fighter-bomber, Air Group 14, Philippines area, 12 Sept. 1944.

★ HARRISON, James C., Lt. (jg), USNR, Lawrence, Kans.: Carrier pilot, Bombing Squadron 13.

★ HAYWARD, John T., Comdr., USN, Pensacola, Fla.: Commander of a heavy bombing squadron, Wake Island 5 Oct. 1943.

★ HEATH, John H., Lt. (jg), USNR, New Orleans, La.: Pilot in a divebombing squadron, Philippine area, 12 Sept. 1944.

★ HEIZER, Donald, Lt. (jg), USNR, Rocky Ford, Colo.: Pilot of a bomber, Battle for Leyte Gulf.

★ HOPFNER, Paul, Ens., USNR, Detroit, Mich. (posthumously): Pilot of a fighter plane, USS *Kalinin Bay* air group, Battle for Leyte Gulf.

★ HOWARD, Robert E., Lt. (jg), USNR, Laurel, Miss.: Bombing squadron 13, Marianas, Philippines, Formosa, Bonins, Ryukyus.

★ HUNT, Richard L. Jr., Lt. (jg), USNR, Kansas City, Mo. (missing in action): Pilot of a torpedo bomber, Luzon, 15 Dec. 1944.

★ LANGDON, Ned W., Lt., USNR, Sherwood, Ohio: Leader of a fighter division, Truk and Tinian, 16-24 Feb. 1944.

★ LUCAS, James C., Ens., USNR, Wilton, Ala. (missing in action): Pilot of torpedo bomber, USS *Kitkun Bay*, Marianas, Palaus, Philippines, Battle for Leyte Gulf.

★ MADDEN, Walter J. D., Lt., USNR, Champaign, Ill. (missing in action): Pilot of a bombing plane, Philippines, 24 Sept. 1944.

★ MATTHEWS, Harold E., Lt. (jg), USNR, Roxbury, Mass. (missing in action): Pilot in Fighting Squadron 51, USS *San Jacinto*, Luzon, Battle for Leyte Gulf.

★ MAYHEW, Ralph A., Ens., USNR, Salt Lake City, Utah (posthumously): Pilot of a fighter plane, Leyte, 17-24 Oct. 1944.

★ MCNEILL, Wilson C., Lt., USNR, Carterville, Ill. (missing in action): Pilot of a bombing plane, Philippines, 24 Sept. 1944.

★ MURPHY, Henry L., Lt. (jg), USNR, Burgaw, N. C. (missing in action): Pilot of a torpedo bomber, USS *Enterprise*, Bonins, Palaus, Okinawa, Formosa.

★ NELSON, Luther O. Jr., Lt. (jg) USNR, Wichita Falls, Tex.: Pilot of a carrier-based plane, southwest Pacific area.

★ NORMAN, Geoffrey P., Lt. Comdr., USN, South Pittsburg, Tenn.: CO of a bombing squadron, Truk, 16-17 Feb. 1944.

★ OWENS, Gordon N., Lt. Comdr., USN, Lawton, Okla.: CO of a torpedo squadron, Truk, 16-17 Feb. 1944.

★ PENZA, Louis J., ARM2c, USNR, Philadelphia, Pa.: Combat aircrewman of a divebomber, Philippine Sea, 25 Oct. 1944.

★ PETERS, James M., Comdr., USN, Alexandria, La.: Commander of a composite squadron, Marcus Island, 31 Aug. 1943.

★ PHILLIPS, John P., Lt., USNR, Cleveland, Ohio (missing in action): Executive officer of carrier-based Dive-Bombing Squadron 6, Gilbert, Marshall and Caroline Islands, 19 Nov. 1943-16 Feb. 1944.

★ POLLARD, Allen A., Ens., USNR, Waskom, Tex. (missing in action): Pilot of a fighter plane, USS *Kitkin Bay*, Marianas, Palau and Philippine Islands areas.

★ RABY, John, Comdr., USN, Pensacola, Fla.: Commander of a carrier-based air group, Marcus Island, 31 Aug. 1943.

★ ROHLEDER, Andrew H. 3d, Lt. (jg), USNR, Rockingham, N. C. (missing in action): Pilot of a bombing plane, Philippines, 24 Sept. 1944.

★ ROONEY, Paul C., Lt. Comdr., USN, Haddam, Kans.: Pilot of a fighter plane, commander of a carrier-based fighting squadron, Attu.

★ ROSS, Robert C., Lt., USNR, Los Angeles, Calif.: Pilot of a fighter plane, Tarawa and Wake, 18 Sept. and 5 Oct. 1943.

★ SCHRADER, Frederick R., Comdr., USN, Long Beach, Calif. (posthumously): Flight leader of escorting fighter planes, Tinian, Heito, Formosa, 13 Oct. 1944.

★ SILBER, Sam L., Comdr., USNR, Baltimore, Md.: CO of a fighter squadron, Truk, 16-17 Feb. 1944, Guam and Tinian, 22 Feb. 1944.

★ SOUTHERLAND, Leonard B., Comdr., USN, Fort Payne, Ala.: Air group commander, Tarawa and Wake, 18 Sept. and 5 Oct. 1943.

★ WILLIAMS, MacPherson B., Comdr., USN, Augusta, Ga.: Commander of a bombing squadron, Marcus Island, 31 Aug. 1943.

NAVY AND MARINE CORPS MEDAL

★ BANKS, George I., SC2c, USCG, Auburn, Nebr.: Member of the crew of USCG cutter *16*, coast of France, June 1944.

★ BENZ, George W., PhM2c, USNR, Hollis, N. Y.: Philippines, 24 Oct. 1944.

★ BERRY, H. P., SM2c, USNR, East Bridegwater, Mass.: Rescue, Tamar River, 22 July 1944.

★ BOYETTE, James, S1c, USCG, Pinellas Park, Fla.: Member of the crew of USCG cutter *16*, coast of France, June 1944.

★ CHEEVER, William A., CBM, USCG, Nahant, Mass.: Member of the crew of USCG cutter *16*, coast of France, June 1944.

★ DAVIS, Nathaniel B. Jr., Lt. Comdr., USN, Hingham, Mass.: Mindoro, Philippine Islands.

★ DODD, Neal D., SoM3c, USCG, Peoria, Ill.: Member of the crew of USCG cutter *16*, coast of France, June 1944.

★ DUSSEAULT, Joseph W., BM1c, USNR, Taunton, Mass.: Aboard a destroyer escort, Atlantic area, 18 Oct. 1944.

★ EVERSFIELD, William, S1c, USCG, West Palm Beach, Fla.: Member of the crew of USCG cutter *16*, coast of France, June 1944.

★ FRANK, David, QM3c, USNR, New York, N. Y.: Rescue, 27 Jan. 1945.

CBM Decorated; Saved Boy's Life 32 Years Ago

John E. Ames, CBM, USN, Richmond Hill, N.Y., has been awarded the Navy and Marine Corps Medal for an act of heroism performed 32 years ago. On 15 Jan. 1913, Ames leaped into the ice-choked North River in New York City to rescue

Official U. S. Navy photograph

John E. Ames and his medal.

a 10-year-old boy who had fallen off Pier 96. After a struggle with ice and current, he kept the boy from sinking until they were both hauled to safety. Ames, who entered the Navy in 1902, is now an instructor in seamanship at Pier 11, East River, New York.

NAVY & MARINE CORPS MEDAL cont.

★ GOODRICH, Frank S., Lt. (jg), USNR, Iron Mountain, Mich.: Aircraft carrier, Philippines, 24 Oct. 1944.

★ GRIGSBY, John E., HA1c, USNR, Miami, Okla. (posthumously): Hospital corpsman, medical section, 3d Bn., 21st Marines, 3d Marine Div., Guam, 21 July 1944.

★ HOFFMANN, Paul E., Comdr., (MC) USNR, San Francisco, Calif.: USS *Lexington*, Pacific area, 4 Dec. 1943.

★ IVY, Charles B., MoMM1c, USCG, Goldthwaite, Tex.: Member of the crew of USCG cutter *16*, coast of France, June 1944.

★ KASHINKAS, Jerome F., MoMM1c, USCG, Scranton, Pa.: Member of the crew of USCG cutter *16*, coast of France, June 1944.

★ KUCK, Henry T., CM3c, USNR, Charleston, S. C.: Salvage operations, Pearl Harbor, 7 Dec. 1941.

★ LANG, Ernest H. Jr., GM3c, USNR, San Diego, Calif.: Aboard the USS *Kidd*, New Britain, 11 Nov. 1943.

★ LOVELLE, David A., PhM1c, USN, Dillon, S. C. (posthumously): Cape Gloucester, New Britain, 11 Jan. 1944.

★ MCCARTHY, Arthur J. F., Lt. (jg), USN, Brooklyn, N. Y.: Atlantic area, 18 Oct. 1944.

★ MOSCHETTI, George A., MoMM1c, USCGR, Greensburg, Pa.: Crew member of a CG cutter, 30 June 1944, coast of France.

★ MOSES, Raymond, Cox., USNR, Nespelen, Wash.: Philippines, 24 Oct. 1944.

★ NORTH, James B., BM2c, USCG, West Palm Beach, Fla.: Member of the crew of USCG cutter *16*, coast of France, June 1944.

★ PRAUSE, Robert H., Lt., USCG, Astoria, Oreg. (posthumously): Executive officer of the USS *Escanaba*, 3 Feb. 1943.

★ RACANELLI, Vito N., SoM2c, USCGR, San Francisco, Calif.: Crew member of a CG cutter, 30 June 1944, coast of France.

★ SEAMON, Max T., S1c, USCGR, Sherburne, N. Y.: Aboard a cutter, 7 Aug. 1944, coast of France.

★ SHANK, Harold D., GM1c, USCGR, Dayton, Ohio: Crew member of a CG cutter, 30 June 1944, coast of France.

Wheelwatch (NAS, Cape May, N. J.)

"No spring hats in the Waves, Irene!"

★ SHEA, John J., QM3c, USNR, Cleveland, Ohio: Crewman on the USS *YMS 351*, English Channel, 26 Dec. 1944.

★ SPADER, Ernest, HA1c, USNR, Topeka, Kans. (posthumously): Served with a Marine division, Guam, 21 July 1944.

★ STETKAR, Emil, BM1c, USCG, Detroit, Mich.: Attached to a CG cutter, Alaska, 30 Oct. 1944.

★ STRUBE, William E., Lt., (MC) USNR, Fort Worth, Tex.: USS *Hazelwood*, Pacific area, 26 Oct. 1943.

★ SUGGS, James R., Ens., USNR, Whiteville, N. C. (posthumously): Attached to a patrol bombing squadron, Alameda, Calif., 22 Nov. 1944.

★ SWEENEY, William F., GM3c, USCG, Seekonk, Mass.: Member of the crew of USCG cutter *16*, coast of France, June 1944.

★ SWIERC, Michael J., MoMM2c, USCG, Falls City, Tex.: Member of the crew of USCG cutter *16*, coast of France, June 1944.

BRONZE STAR MEDAL

Gold star in lieu of second award:

★ DOHERTY, Augustine J., Lt., USNR Winsted, Conn.: Aide, flag lieutenant signal officer on the staff of a task force commander, August 1944 to January 1945.

★ FLANAGAN, Henry C., Commodore, USN, Philadelphia, Pa.: Commander of a transport division, Saipan, June 1944.

★ LEE, John M., Comdr., USN, Washington, D. C.: CO of a destroyer, Marianas, Battle of the Philippine Sea, June and July 1944.

★ MARZANO, James P. Jr., Lt. (jg), USNR, Chicago, Ill.: CO of an LCI, Palaus, 23 Sept. 1944.

★ RYAN, John J. P., Lt. (jg), USNR, Hibbing, Minn.: CO of an LCI, Palaus, 23 Sept. 1944.

★ STEVENSON, William A., Comdr., USN, Eugene, Oreg.: CO of a submarine.

★ WALSH, John F., Capt. (then Comdr.), USN, Washington, D. C.: Commander, Destroyer Division, Task Force 58, Battle of the Philippine Sea.

First award:

★ ABRADI, Francis J., GSgt., USMC, Jersey City, N. J.: In charge of a gun crew, Marine artillery battalion, Peleliu, 13-14 Oct. 1944.

★ ATKESON, John C., Comdr., USN, Columbia, Ala.: CO of a destroyer, Palau and Philippine landing operations.

★ AULT, Frank M., Lt., USNR, New Tazewell, Tenn.: Diving officer of a submarine.

★ BAKER, Reginald J., GM3c, USNR, Mattapan, Mass.: Member of an Armed Guard gun crew aboard a merchant ship, Italy, December 1943.

★ BENNETT, David E., S1c, USCGR, Fort Montgomery, N. Y.: Member of an assault transport beach party, Leyte, 20 Oct. 1944.

★ BLACK, Arthur P., Comdr., (MC) USNR, El Paso, Tex.: Senior medical officer in charge of a field hospital, northeastern China, 15 Aug. 1943 to 6 Dec. 1944.

★ BRUBACKER, Charles E., Lt., (ChC) USNR, Birmingham, Ala.: Regimental chaplain, Marine infantry regiment, Saipan, Tinian, 15 June-3 Aug. 1944.

★ CATE, James S., Lt., (DC) USNR, Baker, Oreg. (posthumously): Attached to 23d Marines, 4th Marine Div., Saipan and Tinian, 15 June-25 July 1944.

★ CAVERLY, Floyd M., RT1c, USNR, Grove City, Minn. (missing in action): Sound operator on a submarine, Pacific area.

★ CLAGGETT, Bladen D., Comdr., USN, Baltimore, Md.: CO of a vessel, Southwest Pacific Area.

★ COLGAN, William W., PhM2c, USNR, Carteret, N. J. (posthumously): Attached to 3d Bn., 7th Marines, 1st Marine Division, Cape Gloucester, 2 Jan. 1944.

★ CORD, George E., GM3c, USN, Leavenworth, Kans.: Member of an Armed Guard crew aboard the SS *Lincoln Steffens*, coast of Algeria, 11 Nov. 1943.

★ COSTELLO, James W., Lt. (jg), USNR, Malden, Mass.: Executive officer of *PT 194*, CO of *PTs 192* and *195*, New Britain, New Guinea, August 1943 to July 1944.

★ CULP, James H., CEM, USN, Oak Creek, Colo. (missing in action): CEM in charge of the electrical plant of a submarine.

★ DAVIDSON, William O., Lt. (jg), USN, Long Beach, Calif.: Battery officer, USS *Kitkun Bay*, Battle off Samar.

★ DOZIER, Henry R., Comdr., USN, Omaha, Nebr. (posthumously): Chief of staff and operations officer on the staff of the commander of a carrier division, Marianas, June 1944.

★ EDGE, Lawrence L., Lt. Comdr., USN, Atlanta, Ga.: CO of a vessel on a war patrol.

★ FLANAGAN, Henry C., Commodore, USN, Philadelphia, Pa.: Commander of a transport division, Leyte, 20 Oct. 1944.

★ FREEMAN, Frank W., MoMM2c, USCG, Hastings, Okla.: Aboard the USS *Samuel Chase*, invasion of Normandy.

★ GASSER, Rolland R., Capt., (MC) USN, Brooklyn, N. Y.: Medical officer in command of a fleet hospital, South Pacific Area, 31 March 1944 to 7 April 1945.

★ GILTNER, William F., Cox., USCGR, Chicago, Ill.: Member of Navy Beach Party 6, Biak, 22 May 1944.

★ GOLDMAN, Robert, PhM2c, USCGR, Stamford, Conn.: Aboard a small warship, Leyte, 12 Nov. 1944.

★ GROSSCUP, Paul B. Jr., Lt. Comdr., USNR, Pittsburgh, Pa.: Officer on the staff of a carrier-division commander, Leyte.

★ GUZIK, Raymond R., MoMM2c, USCG, Chicago, Ill.: Aboard the USS *LCI(L) 84*, invasion of Normandy.

★ HARVEY, Joe M., MM2c, USN, Morristown, Tenn.: Member of the crew of a landing boat, Pacific area.

★ HEINTZ, Charles A., CRT, USNR, Philadelphia, Pa.: Leading radio technician aboard a submarine.

★ HEWINS, John S., Lt. (jg), USCGR, Hampton, Va.: Sound officer aboard a warship.

★ HOFFMAN, Jesse W., MoMM1c, USN, Wilkes-Barre, Pa.: Member of the crew of a submarine.

★ HOLLADAY, Darwin A., PhM2c, USN, Chattanooga, Tenn. (posthumously): Collecting section, 4th Medical Bn., 4th Marine Div., Saipan, 15 June-9 July 1944.

★ HOMESLEY, Gerald, Cpl., USMC, Lawton, Okla.: Operator of an amphibian tractor, Saipan, 15 June 1944.

★ HUDSON, Albert L., CMoMM, USN, Seattle, Wash. (missing in action): Hydraulic manifold operator aboard a submarine.

★ HUGHES, John F. Jr., Lt. (jg), USNR, Lansdowne, Pa.: OinC of a craft engaged in resupplying a base.

★ HUNTER, Ira O., CRT, USN, New London, Conn.: Member of the crew aboard a submarine.

★ HUTCHINSON, Myron W. Jr., Capt., USN, Norfolk, Va.: OinC and senior member of all inspection boards of the Atlantic Fleet Amphibious Training Command.

★ HUTTON, William E., Lt. Comdr., USNR, Detroit, Mich.: Assistant to the air officer and V-4 division officer from 24 Nov. 1943 to 4 Aug. 1944, ship's secretary and awards officer, 4 Aug.-29 Oct. 1944.

★ JEFFERY, Eugene C., CPhM, USNR, Kansas City, Kans.: Attached to a boat pool, Solomons, 2-4 July 1943.

★ JENKINS, Robert P., Lt., USNR, Carrollton, Ga.: CO of a minesweeper, Anzio-Nettuno area, January 1944.

★ JESTER, H. M., CTM, USN, San Francisco, Calif.: Member of the crew aboard a submarine.

★ JOHNSON, Carl F., Lt. (jg), USNR, Springfield, Mass.: Control officer of a gun battery aboard a destroyer, 13-14 Oct. 1944.

★ JUNKER, Alexander F., Capt., USN, McKeesport, Pa.: CO of a transport, Pacific area.

★ KEYES, Charles M., Comdr., USN, Greeley, Colo.: CO of a destroyer, Kurils, June 1944.

★ KNOPS, Harry T., CEM, USN, Oakland, Calif. (missing in action): CEM in charge of interior communications, USS *Grayback*.

★ LASSITER, Herbert C., Capt. (SC) USN, Norfolk, Va.: Supply officer on the staff of Commander Alaskan Sector, 1 July 1942 to September 1943.

★ LEARY, Leo H. Jr., Lt. (jg), USNR, Rumford, R. I.: Pacific operations.

★ LEDBETTER, Edward H., PhM3c, USNR, Edneyville, N. C. (posthumously): Member of the collecting section, Co. A, 4th Medical Bn., 4th Marine Div., Tinian, 24 July-1 Aug. 1944.

★ LEONG Jin Chun, RT2c, USNR. Providence, R. I.: Aboard ship, Philippine Islands, 24 Oct. 1944.

★ LESLIE, Maxwell F., Capt., USN., Spokane, Wash.: Operations officer, staff of Commander, Garrison Air Force, Western Carolines, 25 July-15 Dec. 1944.

★ LINDHE, Leslie J., Pharmacist, USN, Highland, N. Y.: Member of the crew aboard a submarine.

★ LOCASCIO, Angelo, PhM1c, USNR, Los Angeles, Calif. (missing in action): Aboard the USS *Harder*.

★ LOWERY, George A., CBM, USCG, San Leandro, Calif.: Aboard an Army tug, 5 Dec. 1944.

★ LYNCH, Richard B., Comdr., USN, Citronella, Ala.: CO, submarine, Pacific area.

Plane Shooter (AGS, Shelton, Va.)

"I had the second dog watch last night."

★ MACGILPIN, Harold H. Jr., Lt. (jg), USNR, Worcester, Mass.: Aboard destroyer, Aleutians to Philippines.

★ MACKLIN, Edward E., F1c, USCG, Spokane, Wash.: Crew member of an Army tug, 5-6 Dec. 1944.

★ MAKER, Lyon E., CPhM, USN, San Diego, Calif. (posthumously): Battle of Roi-Namur, Kwajalein Atoll, 1-5 Feb. 1944; Saipan, 15 June-9 July 1944.

★ MAKI, Edward A., Lt. (jg), USNR, Franklin Mine, Mich.: Assistant engineering officer, destroyer escort, Algerian coast.

★ MANNING, Ralph E., EM2c, USNR, Sacramento, Calif. (missing in action): Stern planesman, USS *Harder*.

★ MARZANO, James P. Jr., Lt. (jg), USNR, Chicago, Ill.: CO of a fire-support ship, Pacific area, June and July 1944.

★ MCCALLUM, Angus, CMM, USN, Walton, Ontario: Member of the crew on a submarine.

★ MCCANN, Allan R., Rear Admiral, USN, North Adams, Mass.: CO of the USS *Iowa*, western Pacific area.

★ MCCOOL, William K. Jr., S1c, USNR, Detroit, Mich.: Member landing craft crew.

★ MCGILLICUDDY, Leo X., Cox., USCG, Boston, Mass.: Coxswain of a landing boat, Kwajalein, January and February 1944; Guam, July 1944; Peleliu, September 1944; Leyte, 20 Oct. 1944.

★ MCNAMARA, Carl T., Capt., USNR, Verona, N. J.: OinC, convoy and routing section, Operations Division, staff of ComSoPac and SoPacFor, 2 July 1943-25 March 1944.

★ MEDLEY, Benjamin R., RM2c, USNR, Marfa, Tex. (missing in action): Sound operator, USS *Harder*.

★ MEEKINS, George T., Ens., USCGR, Cambridge, Md.: CO, Coast Guard cutter, Normandy invasion.

★ MEYER, Bernard H., Comdr., USN, St. Petersburg, Fla.: CO of the USS *Erickson*, Italy.

★ MICHELS, John H., Lt., USCGR, Rockville Center, N.Y.: Executive officer of a Coast Guard cutter, Atlantic Fleet, summer and fall of 1943.

★ MILLER, Paul, CEM, USN, Groton, Conn.: Chief of the boat on a submarine.

★ MILLICAN, Robert I., PhM3c, USNR, Cordova, Ala.: Normandy invasion.

★ MITCHELL, Eugene V., BM1c, USN, Glamorgan, Va.: Aboard ship, Philippine Islands, 24 Oct. 1944.

★ MITCHELL, John W., Lt., USNR, Natick, Mass.: Aboard a destroyer, Aleutians to Philippines, strikes against Haiphong and Camranh Bay.

★ MONROE, Paul H. Jr., Lt., USNR, Los Angeles, Calif.: Diving officer of a submarine.

★ MOORE, Thomas H., CMM, USN, Evanston, Ill.: USS *Phelps*, Pacific area.

★ MOREY, David N. Jr., Lt., USNR, Milwaukie, Oreg.: Executive officer, evaluation officer and navigator of USS *Buchanan*, Solomon Islands area, 5 Oct. 1943-27 Feb. 1944.

★ MORGAN, Arthur B., EM2c, USNR, Butte, Mont. (missing in action): Aboard the USS *Harder*.

★ MOULTON, Horace D., Comdr., USNR, Huntington Park, Calif.: Air operations officer, staff of ComSoPac and SoPacFor, 3 Aug. 1943-25 March 1944.

★ MUNGER, Malcolm T., Comdr., USN, Stoneham, Mass.: CO of a close-in fire support ship, Pacific area, 15 June to 2 Aug. 1944.

★ NAZRO, Thomas W., Lt., USNR, Concord, N. H.: Executive officer, destroyer escort, Algerian coast.

★ NELSON, Edward C., HA1c, USNR, St. Paul, Minn.: Corpsman with a Marine infantry battalion, Peleliu, 16 Sept. 1944.

★ NEWBERG, Merle O., Pfc., USMC, Milwaukee, Wis.: Guadalcanal, British Solomon Islands, Tarawa, Saipan actions, August 1942-July 1944.

★ NISEWANER, Terrell A., Comdr., USN, Coronado, Calif.: CO of a close-in fire support ship, Pacific area, 15 June to 2 Aug. 1944.

★ OVERBEY, Gilbert L., MM3c, USN, St. Louis, Mo.: Member of the crew of a landing boat.

★ OWEN, Robert W., S1c, USCG, Encino, Calif.: Crew member of an Army tug, 5-6 Dec. 1944.

★ PADGETT, Joseph L., Lt. (jg), (CEC) USNR, Marion, N. C.: OinC, naval combat demolition unit, invasion of southern France.

★ PARRISH, Lloyd W., Comdr., USN, Virginia Beach, Va.: CO, Photographic Squadron 2, photographic officer on staff of Commander, Air Force, Atlantic Fleet, October 1943-March 1945.

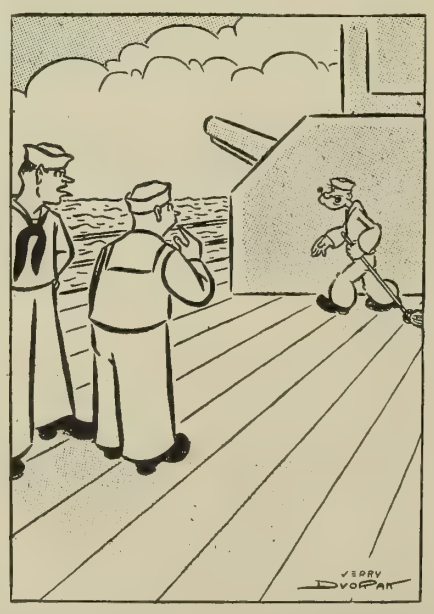
★ PARSONS, Edward J., S1c, USNR, Revere, Mass. (posthumously): Member of a landing boat crew, invasion of Saipan, 14 June 1944.

★ PATTERSON, Donald H., Lt., USNR, Baltimore, Md.: Executive officer, USS *Somers*, invasion of southern France.

★ PATTERSON, John P., BM2c, USNR, Townsend, Mont.: Coxswain of a landing boat, New Georgia, 14 July 1943.

★ PATTERSON, Robert H., S2c, USNR, Burbank, Calif.: Aboard ship, Philippine Islands, 24 Oct. 1944.

★ PATTYSON, Brewster G., Ens., USCGR, Rochester, N. Y.: CO, Coast Guard cutter, invasion of Normandy.
★ PECK, Irving H. Jr., Lt. Comdr., USNR, Derby, Conn.: Officer aboard an escort carrier, Battle for Leyte Gulf.
★ PELLETIER, Lucien E., AMM2c, USNR, Salem, Mass.: USS *Princeton*, Battle for Leyte Gulf.
★ PETTINGILL, Albert C., CEM, USN, Haverhill, Mass.: Chief of the boat, submarine.
★ PHILLIPS, Frederick N., Comdr., USN, Wheeling, W. Va.: Officer of a ship, Battle for Leyte Gulf.
★ PIKE, Clarence H., Capt., USN, Marblehead, Mass.: CO, USS *Vulcan*, invasion of southern France.
★ POOLE, Thornton B., Lt., USNR, Plandome, N.Y.: CO of a control vessel, Normandy invasion.
★ POSTON, G. C., ACMM, USN, Mooresville, N. C.: In charge of repair and maintenance, fighting squadron, Solomon Islands, 13 Sept-16 Oct. 1942.
★ POWERS, Burke I., Lt. (jg), USCGR, Oskaloosa, Iowa: CO, Coast Guard cutter, 7 Aug. 1944.
★ POWERS, James A., S1c, USCGR, Ozone Park, N. Y.: Aboard an LCM, Bay of Seine, 9 June 1944.
★ PRATT, William V. 2nd, Comdr., USN, Washington, D. C.: Executive officer and navigator of a destroyer, Bougainville, November 1943.
★ PUC, Adam M., Cox, USN, Chicago, Ill.: Aboard a cruiser, went aboard *Princeton*, 24 Oct. 1944.
★ RAGAN, Thomas C., Capt. (then Comdr.) USN, Washington, D. C.: CO, destroyer, Kolombangara, Shortland and Bougainville, British Solomon Islands, 29 June 1943.
★ REITER, Harry L., Comdr., USN, Santa Barbara, Calif.: Gunnery officer aboard USS *Quincy*.
★ REXROAD, Wilford A., Ens., USN, Gage, Okla.: Computer operator, OinC of plotting room, USS *Buchanan*, Solomon Islands area.
★ REYNOLDS, William L., Lt., USNR, Midland, Pa. (missing in action): While officer of the deck, USS *Flier*.
★ RIGGS, Walter H., TM3c, USNR, Jacksboro, Tex.: In the torpedo overhaul shop of a submarine base, October 1943 to 1 Sept. 1944.
★ RILEY, Francis X., Lt. (jg), USCG, Brooklyn, N. Y.: CO of a landing craft, invasion of Normandy.
★ ROACH, John P., Comdr., USN, Dallas, Tex.: CO, submarine, Pacific area.
★ ROBB, W. S., Lt. Comdr., USNR, Philadelphia, Pa.: Operations officer, fighting squadron, Solomon Islands, 15 Sept.-16 Oct. 1942.
★ ROBERTS, Samuel R., FCM2c, USNR, Chicopee Falls, Mass.: Member of the crew of a submarine.
★ RUA, Louis, F1c, USCG, Philadelphia, Pa.: Crew member of an Army tug, 5-6 Dec. 1944.
★ RUSSILLO, Michael P., Comdr., USN, West Newton, Mass.: CO of a submarine.
★ RUTGERS, Russell J., Pfc., USMC, Holland, Mich.: Saipan, 20 June 1944.
★ RYAN, John J. P., Lt. (jg), USNR, Hibbing, Minn.: CO of a fire-support ship, Pacific area, June and July 1944.
★ SARAZIN, Raymond P., Pfc., USMC, Cloquet, Minn.: Marine artillery battalion, Saipan, 7 July 1944.
★ SCHEU, Robert S., Lt. (jg), USCGR, Buffalo, N. Y.: CO, Coast Guard cutter, Normandy invasion.
★ SCHIEKE, Herman E., Capt., USN, Edgewater, Md.: CO of a transport, Pacific area.
★ SCHNEIDER, Albert M., Chief Machinist, USNR, Bronx, NY.: OinC of a repair party, Atlantic area.
★ SCHUH, Charles J. Jr., Lt., USNR, St. Petersburg, Fla.: CO of a YMS, Anzio-Nettuno area, January 1944.
★ SCOLES, William V., PhM3c, USNR, Warsaw, Ind.: Marine division, Marianas.
★ SHEPARD, Andrew G., Capt., USN, Rochester, N. Y.: CO, cruiser, Kolombangara, Shortland and Bougainville, Solomon Islands, 29 June 1943.
★ SHERIDAN, William J., Ens., USN, Paterson, N.J.: OinC of salvage and boarding parties, Atlantic area.
★ SHERWOOD, Charles G., Lt., USN, Norfolk, Va.: CO, *ATR 54*, Normandy invasion.
★ SHIPP, Elvin E., MoMM1c, USN, Houston, Tex.: In charge auxiliary machinery, submarine.
★ SISK, Jesse L., BM1c, USN, Winchester, Tenn.: Mount captain, aircraft carrier, Philippine Islands.
★ SMART, Ned E., S1c, USCG, Gideon, Mo.: Crew member of an Army tug, 5-6 Dec. 1944.
★ SMITH, David B., Lt., USNR, Bridgeport, Conn.: Division officer and beachmaster, boat pool, Rendova-New Georgia area, Solomon Islands, 30 June-5 Aug. 1943.
★ SMITH, Edwin E., Lt. (jg), USCGR, Westfield, Mass.: CO, Coast Guard cutter, Normandy invasion.
★ SMITH, James P., Lt. (jg), USCGR, Blackwood, N. J.: CO of a Coast Guard cutter, invasion of Normandy.
★ SOUTHARD, James W., MoMM3c, USN, Mansfield, Ohio (posthumously): Member of a crew on *LSVP 377-6*, Normandy invasion.
★ SPERLING, William E. 3rd, Maj., USMCR, Highland Park, N. J.: Regimental shore party commander, Guam, 21 July to 10 Aug. 1944.
★ STARRETT, William J., Lt. (jg), USCGR, Boyertown, Pa.: CO of a Coast Guard cutter, invasion of Normandy.
★ STECHER, Robert W., Lt., USN, Assistant approach officer, submarine.
★ STENT, Ernest, Lt., USNR, Atherton, Calif.: Naval gunfire liaison officer, Biak, New Guinea, 27 May 1944.
★ STEVENS, Roy L., Chief Machinist, USN, Folsom, Pa.: Aboard the USS *ATR 1*, Anzio-Nettuno, 29 Jan. 1944.
★ STRAUGH, William D. Jr., Lt., USCGR, Philadelphia, Pa.: CO of the USS *LST 331*, coast of France, 15 June 1944.
★ STRAUSBAUGH, Lee E., CPhoM, USN, Port Royal, S. C.: Naval combat photographic unit, invasion of southern France.
★ STURGESS, Jay A., MM3c, USNR, Sioux City, Iowa: Action on Saipan, June 1944.
★ SYMONDS, Jack E., Bkr2c, USNR, Rochester, N. Y.: Gunnery-director operator aboard a destroyer, 14 Oct. 1944.
★ THOMAS, William P., PhM2c, USNR, Franklinton, La.: Attached to a Marine rifle company, Piva Forks, Bougainville, 24 Nov. 1943.
★ THOMPSON, Roy E., WT3c, USN, Bremerton, Wash.: Aboard USS *Phelps*, Pacific area.
★ THOMPSON, William H., PhM1c, USN, Seattle, Wash.: Marine infantry division, Saipan invasion.
★ TOBIN, Robert G., Capt., USN, Danville, Va.: CO, cruiser, Kolombangara, Shortland and Bougainville, British Solomon Islands, 29 June 1943.
★ TURNER, Vernon C., Comdr., USN, Brownwood, Tex.: CO, submarine, Pacific area.
★ WAGONER, Howard D., Sgt., USMCR, Rainsboro, Ohio; Acting rifle platoon leader, Guam, 22-23 July 1944.
★ WALLACE, Lawrence A., Lt. (jg.) USNR, Wichita, Kans.: Executive officer and CO of motor torpedo boats, December 1943 to October 1944.
★ WALSER, Richard G., Lt., USNR, Lexington, N.C.: Communications watch officer, 7th Amphibious Force, Southwest Pacific area.
★ WATKINS, Frank T., Capt., USN, Hollywood, Calif.: CO, submarine, Pacific area.
★ WEBBER, Jerome E., Lt. Comdr., (MC) USNR, Grand Rapids, Mich.: Assistant surgeon, Marine regiment, Saipan, 15 June 1944.
★ WESTON, Kenneth R., Comdr., (MC) USNR, Allentown, Pa.: Senior medical officer, southern England, November 1943 to Normandy invasion.
★ WILKINSON, Thomas W., GM3c, USNR, Philadelphia, Pa. (posthumously): Gun captain aboard USS *LCI(G) 365, Guam, 21 July 1944*.
★ WILSON, Harold C., SoM2c, USNR, Lynn, Mass.: Pacific area.
★ WILSON, Ralph E., Capt., USN, Salem, Oreg.: Senior assistant operations officer, staff of ComSoPac, SoPacFor, 31 Aug. 1943-25 March 1944.
★ WOODHOUSE, Ernest W., Lt. Comdr., USNR, St. Paul, Minn.: Commander of a minesweeper division, Leyte Island, 17-23 Oct. 1944.
★ WRIGHT, Clarence C., Lt., USN, Newton Center. Mass.: Aboard a destroyer, engineering plant, Aleutians to the Philippines.
★ YOUNG, George G., CFCM, USN, Roslindale, Mass.: Operated the main battery computer in a destroyer, maintained all fire-control equipment.



Seabag (NTS, Norfolk)
"I just know I've seen him somewheres before!"

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

Change in Rules Limits Sea, Foreign Pay; Here's a Summary of the New Regulations

Changes in regulations governing sea and foreign-duty pay have been issued by the Secretary of the Navy, under which personnel who have been receiving sea pay for duty in inland waters and on vessels *not in commission* are due to lose the 10 or 20% extra compensation for which they have been eligible in the past.

For pay purposes sea duty is defined by the directive (NDB, 31 May, 45-530) as follows:

- Service while assigned to duty with Armed Guard crews, communication or convoy groups, amphibious or Fleet Marine Forces, and mobile hospital units, for all periods when actually serving aboard vessels, and for a period not to exceed 30 days of shore duty immediately following and while still assigned to *the same duty.*
- Service performed by instructors and students at surface-ship or submarine schools for those days actually under way outside of inland waters, as defined in detail by Navy Regs., Chap. 55, Sec. 3.
- Service performed in an eligible vessel following issuance of orders by a competent authority (including temporary additional duty even though the primary duty is shore duty).
- Service as temporary additional duty ashore for a period not to exceed 30 consecutive days while the man is still attached to the vessel or assigned to duty as a regular or relief crew member, except as provided below.
- Service performed by all personnel attached to ship-based aviation units, including periods temporarily based ashore. (The term "ship-based aviation unit" is used to describe an aviation unit attached to and serving on board a vessel in full commission. The term "temporarily based ashore" is used to describe a unit landed ashore with intent to return to the same vessel from which it was landed, as for example, during a navy yard overhaul period.)
- Service performed by personnel under flight orders attached to fleet, sea-frontier or local defense units.
- Service performed by personnel under flight orders attached to NATS for periods of flight beyond the continental limits of the U. S.

Personnel are NOT considered to be on sea duty for pay purposes:

- While assigned to or serving with shore-based administrative or maintenance organizations of any unit (except for service actually performed in a vessel).
- While attached to receiving ships or station ships.
- While attached to or serving in a vessel which is *not in commission,* or one that is restricted to service within the inland waters of the U. S., or in a non-self-propelled vessel, except for those days during which the vessel, by order of competent authority, actually operates outside of inland waters.

Personnel are, likewise, not eligible to receive sea-duty or foreign-service pay:

- While suspended or otherwise removed from duty by reason of an offense which results in conviction by court-martial.
- While confined in a brig or prison following a court-martial sentence. (COs are to notify disbursing officers in writing at the time of suspension or removal from duty and upon restoration to duty. Where trial does not result in conviction, retroactive sea or foreign-service pay is credited.)

How Sea Pay is Computed

The Pay Readjustment Act of 1942 provides additional pay for personnel of the Army, Navy, Marine Corps and Coast Guard, including the reserve components on active duty, while serving on sea duty, as defined by the head of the service concerned, or while on duty at any place beyond the continental limits of the U. S. or in Alaska, effective as of 7 Dec. 1941.

Enlisted personnel and warrant officers are eligible to receive 20% of their base pay as additional compensation. Commissioned officers, including commissioned (chief) warrant officers, receive 10% of base pay as additional compensation.

Enlisted men serving at sea on submarines receive 50% additional of base pay for their submarine service, plus 20% of their combined base pay and submarine-duty pay as sea-duty pay. Submarine officers receive 50% additional compensation, plus 10% of their combined base pay and submarine-duty pay for their sea service. Personnel on flight duty receive flight pay and sea-duty pay, figured on the same basis as for those serving in submarines.

Members of the Insular Force (such as the Chamorros on Guam) are entitled to 20% increase on the base-pay rates which are applicable to such personnel.

Midshipmen, aviation cadets, and Coast Guard cadets are not entitled to sea-duty or foreign-service pay.

Period of Sea-Duty Pay

When ordered to sea duty, personnel are entitled to sea-duty pay from the date of reporting to duty and including the date of detachment from duty, as stated in the orders. Personnel are entitled to continue receiving their sea-duty pay while on authorized leave (not in excess of the statutory limit) or while sick in a hospital, provided they are not detached from sea duty.

Foreign-Service Pay

Although the percentages for figuring sea-duty pay are the same as for foreign-service pay, the two are considered separately in that they do not apply in the same manner to officers without dependents. Such officers receive no rental allowance while on sea duty, but continue to receive their rental allowance when on foreign-service duty. Officers with dependents receive rental allowance in both instances.

Period of Foreign-Service Pay

Enlisted personnel and officers are entitled to receive foreign-service pay from the date of departure from U. S. continental limits to the date of return. Personnel en route to join a vessel or to report for sea duty beyond U. S. continental limits, those en route between duty stations afloat and ashore beyond the continental U. S., and those en route to the U. S. after detachment from sea duty beyond U. S. continental limits are not eligible to receive sea-duty pay during these periods, but are entitled to foreign-service pay.

Personnel who are on duty in the U. S. and who are ordered to temporary duty beyond the continental limits or in Alaska, are not eligible for foreign-service pay, if the temporary duty is for less than seven days' duration and if such temporary duty is incident to or in direct connection with the paramount or primary duty in the U. S. Personnel on duty overseas or in Alaska are not eligible to receive foreign-service pay for periods of leave or temporary duty which they spend within U. S. continental limits.

The letter provides that all communications relative to sea duty for pay purposes are to be directed, via official channels, to the Chief of Naval Personnel, and are to contain a full statement of facts pertinent to the case.

Subsistence Allowance Raised 45 Cents a Day

Effective 1 June, enlisted men of the Navy, Marine Corps and Coast Guard received a 45-cent increase in the daily subsistence allowance authorized where no Government messing facilities are furnished. Executive Order No. 9561, which raised the total subsistence allowance to $2.25 a day, is effective until 30 June 1946 and was announced in Alnav 126-45 (NDB, 15 June, 45-626). The order also extended a similar increase to Army personnel.

Officers to be Recruited from Ranks In 18 Specialized BuPers Programs

Eighteen specialized officer-recruiting programs were announced by BuPers last month for which a limited number of candidates are being sought from the enlisted ranks for appointment as commissioned and warrant officers. Although no minimum period of service is required, candidates must meet the following general qualifications as stated in BuPers Circ. Ltr. 159-45 (NDB, 15 June, 45-649):

Applicants must possess officerlike qualities and be U. S. citizens, free from physical defects which are organic and likely to become disabling or to interfere with their performance of duty. Ordinarily, visual acuity of 15/20 in each eye will be required for line-officer billets, and 12/20 for staff-officer billets, both correctible to 20/20 with glasses, and normal color perception. Exceptions to these general qualifications are stated in the individual programs which follow:

• *Medical officers:* Graduate of accredited medical school with at least one year of internship. For general medical officers, internship waived provided candidate applies immediately upon graduation. For specialist medical officers, recent practical experience in a particular specialty, or one year in general practice, required; membership on a Specialty Board desirable. Physical waivers. Age, 21-35 for general; 27-50 for specialists.

• *Dental officers:* Graduate of accredited school of dentistry, duly licensed to practice, and member in good standing of the American Dental Association. Two or three years of active practice immediately prior to entry into service desirable. Physical waivers. Age, 21-38.

• *Chaplains:* Must have successfully completed four years of college or university with minimum of 120 hours completed, and must be graduate of accredited theologicol seminary with minimum of 90 hours' work completed. Must be ordained, and receive ecclesiastical endorsement from their denomination before being commissioned. Visual waivers to 6/20 given to applicants having eyesight fully correctible to 20/20. Age, 22-45.

• *Stevedore officers:* Must have extensive experience in supervision and administration of the loading and unloading of general cargo ships, plus a thorough knowledge of rigging, stowing, accident prevention and maintenance of gear. Years of experience acceptable in lieu of formal education. Waivers: visual to 8/20 fully correctible to 20/20; 65½ inches tall; false teeth upper and lower; and defective hearing 15/20. Age, 25-50.

• *Malariologist or entomologist officers:* Must have degree, with major in medical entomology or biology desirable, and at least two years' recent experience in actual field work in mosquito control or similar fields. Physical waivers. Age, 21-44.

• *Physiologists:* Same as above, with major in physiology desirable, and field work in physiology.

• *Radar officers:* Must have a degree in electrical or radio engineering or physics, with specialized study in the applications of electricity. College courses taken should include calculus and physics. Scholastic record above average. No waivers. Age, 19-31.

• *Supply officers, general service:* Must have degree; courses in business administration and economics desirable. College record and personality must be above average. Consideration will be given to applicants with eyesight 12/20 correctible to 20/20, and with defective color perception. Age, 19-29.

• *Supply officers, administrative:* Must have a college degree, preferably in business administration or allied fields, plus at least five years of practical business experience. Must have had successful experience in connection with organization management in an executive capacity, including the handling of groups of people, the planning of operations, and the determination of plans and policy. Must have experience in one or more of the following: general business, corporation law, procurement, inventory control, storage or movement of supplies and materials. Consideration will be given to applicants with eyesight 8/20 correctible to 20/20, and with defective color perception. Age, 27-38.

• *Port director officers:* Must have at lease five years' experience as one of the following: marine, port terminal, pier, or stevedore superintendent; stevedore, port captain, export manager, marine engineer (maintenance), traffic manager, shipping agent. College education desirable, but extensive experience will be accepted in lieu of formal education. Physical waivers. Age, 30-50.

• *Procurement expediters:* Must have a degree in mechanical engineering, electrical engineering, or businss administration (specializing in business or industrial organization and management); in lieu of degree, eight or more years' experience in one of the above categories. At least four years' experience in industrial expediting desirable, and two years of such experience are essential. Physical waivers. Age, 29-40.

• *Petroleum inspectors:* Should have a degree in petroleum or chemical engineering; in lieu of degree, at least 10 years' experience in a responsible position in the oil refinery field, or laboratory experience in connection with fuel oil and its derivatives. Should have at least two years' actual refinery and laboratory experience in analysis of petroleum products. Physical waivers. Age, 23-38.

• *Materials-handling supervisors:* Must have at least three years' experience in a responsible supervisory capacity in large quantity stock handling, including analysis of materials-handling problems and application or use of the fork-truck pallet system; plus experience in the use of fork truck, pallets, tractors, trailers, conveyors, cranes and other handling equipment. Careful screening will be required to segregate stock clerks from the expert material handlers required for this program. Physical waivers. Age, 27-38.

• *Packaging officers:* Must have degree, preferably in engineering, plus at least three years' experience in the packaging or packing field; this should include production experience in manufacturing in one of the following box fields: corrugated, solid fiber, folding, set-up, nailed wood, wirebound, cleated plywood, cleated fiber board, or crating. Physical waivers. Age, 27-38.

• *V. D. control officers:* Must have a degree, and at least one year of recent practical experience in V. D. control work with the U. S. Public Health Service, state or local health department, the Division of Social Protection (Federal Security Agency), the American Social Hygiene Association and affiliates, or the National Tuberculosis Association and affiliates. Consideration will be given to applicants having a degree and having completed two years of satisfactory work in medical school. Physical waivers. Age, 30-45.

• *Patent solicitors:* Must hold a technical or engineering degree with a background of electronic experience, or the equivalent in technical and electronic education and experience. Must have at least two years' experience in either the Patent Office, a patent law firm, or the patent division of a corporation. A law degree desirable but not essential, and will not be accepted in lieu of practical experience. Physical waivers. Age, 25-45.

• *Radar material officers:* Candidates for temporary appointment must be either RT1c, CRM or CRT. Those for permanent appointment must have a college degree and be RT2c or RM2c or higher. Candidates for both temporary and permanent appointment must be graduates in the upper 10% of the class of the Radio Material School at the Naval Research Laboratory or Treasure Island or Navy Pier, Chicago, or have had equivalent experience in the naval service. No waivers. Age, 18-35.

• *Motion-picture distribution officers:* Must possess a thorough knowledge of release schedules, availabilities, and play dates; the booking, shipping, and circulation of motion pictures and other problems peculiar to theaters and motion picture exchanges, gained from a minimum of five years' actual experience in the booking of entertainment motion pictures. Physical waivers. Age, 25-41.

As stated by the directive, the mere fact that an applicant meets the minimum qualifications listed above does not guarantee appointment. Applicants must have their CO's recommendation, and applications are to be submitted to BuPers, via official channels, in accordance with provisions of BuPers. Ltr. 126-45 (NDB, 15 May, 45-504), details of which were published in ALL HANDS, June 1945, p. 72-73.

New Naval Aviation Preparatory Program Set Up for Younger Enlisted Men

A Naval Aviation Preparatory Program, designed for younger and less experienced enlisted men who wish to become naval aviators, has been established to provide appropriate college training for prospective aviation cadets prior to their assignment to the standard flight training program and was announced by Alnav 127-45 (NDB, 15 June 1945, 45-627). Eligible are unmarried men who will not have reached their 20th birthday by 1 Nov. 1945, and who have not advanced beyond the 5th pay grade (S1c or equivalent).

Candidates selected for the program will be assigned on or about 1 Nov. 1945 to certain colleges participating in the Navy V-12 Program. It is not expected that the length of the college training will be more than three terms of four months each prior to transfer to Navy pre-flight schools. Each trainee must continue to demonstrate satisfactory scholarship, physical fitness, conduct and aptitude for officer-candidate training. Any student who falls below required standards at any time will be returned to general duty.

Men selected will be transferred to the rating of apprentice seaman (Class V-5, USNR or USN, as appropriate) and will retain such status until transfer to aviation cadet and upon completion of college training and transfer to the next stage of training. Each applicant must understand that his assignment to the Naval Aviation Preparatory Program does not imply any commitment that he will be considered for or assigned to the Naval Reserve Officers' Training Corps at a later date.

Applicants must meet the following requirements and no waivers of any kind will be considered.

General:

Be a male citizen of the U. S.; be less than 20 years of age on 1 Nov. 1945; be unmarried and agree to remain unmarried until commissioned, unless separated from the program; be rated not higher than S1c, or equivalent, and agree to change his rating to apprentice seaman.

Academic:

Be a high school graduate (war diplomas from accredited high schools are acceptable) or have been accepted for or in attendance at an accredited college or university. He must have completed successfully courses in elementary algebra and/or plane geometry in school or college; other courses in mathematics or physics are highly desirable. He must have passed the O'Rourke General Classification Test (given prior to 15 June 1943) with a score of 88 or above; or the New General Classification Test, Forms 1, 2, 3 or 1s (given subsequent to 15 June 1943) with a score of 60 or above. In the case of an applicant for whom no GCT score is available, an appropriate written or oral examination is to be given to determine whether he is properly qualified to pursue successfully a college curriculum generally considered to be more exacting and more difficult than a normal course at a liberal arts college, and to obviate the selection of men who would subsequently have to be returned to general duty for failure to meet minimum education requirements.

Aptitude:

Attain the following minimum acceptable grades on the Aviation Aptitude Tests: Aviation Classification Test, C; Mechanical Comprehension Test, C; Flight Aptitude Rating, D-minus. These tests may not be given a second time to applicants who have previously been processed for the flight training program.

Physical:

Be physically qualified and aeronautically adapted for the actual control of aircraft in accordance with Chapter XI of BuMed Manual for commission (aviation) except: height—minimum 64 inches; weight—for 17-year-old applicants, a minimum of 115 pounds if weight is in proportion to height; for applicants who have reached their 18th birthday, a minimum of 120 pounds, if otherwise healthy and well-developed. Teeth—18 sound, vital teeth, with at least two molars in functional occlusion and not more than 4 incisors missing which are satisfactorily replaced.

Men who have been separated from the flight training program of the Army or Navy by reason of flight failure are not eligible. Those who have been separated from any officer-candidate program of the Army, Navy, Marine Corps or Coast Guard by reasons other than flight failure must complete six months' sea duty before applying for this program, according to sea-duty provisions contained in BuPers Circ. Ltr. 297-44 (NDB, July-Dec., 44-1145).

Since recommendations for this training must be considered essentially as nominations for commissioned status, they take precedence over any current enlisted employment, rating or training not leading specifically to commissioned status. When applicants become aviation cadets they must agree to remain on active duty for four years, including period undergoing training as aviation cadets, unless separated from the program or sooner released by the Navy.

Individual applications are to be submitted to the CO, who is to consider all applications and is to select those men best qualified in all respects for transfer to the Naval Aviation Preparatory Program and for training as officer-candidates. Recommendations are to be forwarded to appropriate selecting commands so as to arrive not later than 20 Aug. 1945.

(For complete details, see BuPers Circ. Ltr. 179-45 (NDB, 30 June 1945).

Time Limit on Income Tax Extended for Servicemen Now Returning to U. S.

The time limit within which servicemen returning to the United States must file or pay income taxes has been extended by a recent ruling of the Treasury Department (T.D. 5456, approved 9 June 1945).

Where the date for filing Federal income tax returns or making any payment of income tax fell due while a member of the armed forces was on sea duty or serving outside the continental U. S., and the man did not return to the U. S. until on or after 1 Jan. 1945, such obligation is automatically postponed, without penalty or interest, until the 15th day of the sixth month following the month of his return.

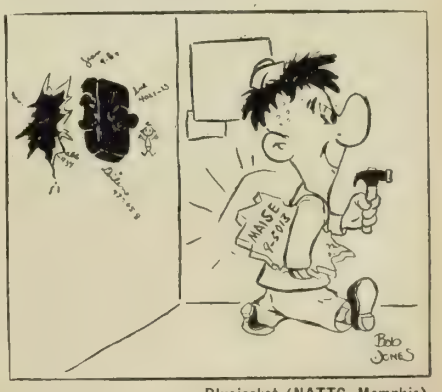
In the event the date of any return or payment falls due following his return to the U. S., the postponement is also applicable, providing payment or return falls due prior to the 15th day of the sixth month following the month in which falls the last day of a period of 91 days or more of continuous service at sea or outside the continental U. S. and providing the last day of that period of service occurs on or after 1 Jan. 1945.

This amendment of Treasury Regulations has no application to the postponed due date for filing Federal income tax returns and making payments by members of the armed forces who returned to the U. S. prior to 1 Jan. 1945. That date remains the 15th day of the *fourth* month following the month in which the individual returned to the U. S.

OK to Collect Tobacco Ration for a Dependent

Holders of military tobacco-ration cards may make purchases for one adult dependent, using that dependent's card, if they do so at the same time that they are making purchases of tobacco allowed by their own ration cards.

This ruling was issued to all stations in the continental U. S. on 2 June 1945 by SecNav in an all-station communication. For details on the tobacco-rationing system, for service personnel in the U. S., see ALL HANDS, June 1945, p. 75.



Bluejacket (NATTC, Memphis)

Rules Issued on Leave or Release For Waves Married to Servicemen

General policies providing for extended leave, discharge and separation from the service for Waves married to servicemen returned from overseas, or separated from the service, as determined by the Joint Army-Navy Agreement, have been interpreted for the Navy in Women's Reserve Circ. Ltr. 4-45, dated 20 June 1945.

In brief the policies provide that:

• Waves on duty in the continental U. S. who are married to servicemen who return from overseas may be granted leave by their COs at the same time their husbands get leave. For enlisted women such leave may include earned annual leave and advanced unearned annual leave up to a total of 45 days exclusive of travel time. For officers this leave is chargeable against annual leave; in cases where their accumulated leave amounts to less than 45 days, the balance is to be taken without pay. In unusual cases, such as when the Wave's husband is a returned prisoner-of-war or a survivor, she may submit to BuPers a request for a leave extension.

• Wives of disabled veterans, servicemen and members of the merchant marine of World War II may be discharged or separated from the service upon request. Applications from Waves for inactive duty will be considered by BuPers and action taken in accordance with the needs of the service. The term "disabled" applies to veterans who have been medically surveyed and separated from the service, to members medically surveyed for limited duty or who are hospitalized and awaiting survey for limited duty or separation from the service, and to merchantmen who have been separated from their service because of physical disqualification. Satisfactory proof will be a photostat of the husband's discharge certificate or release orders, or a letter from his CO stating that he has been medically surveyed for limited duty or separation from the service or is hospitalized awaiting such action. In the case of a disabled member of the marchant marine a certified copy of his medical record from a U. S. Marine hospital or from the office of the port medical representative of the WSA is required, together with a photostat of his release signed by the WSA.

• Waves with at least one year's active service and whose husbands have been separated from the service or placed on inactive duty for reasons other than disability (World War II) may request discharge or separation from the service. This would include husbands released under the Army point system. A photostat of the husband's discharge certificate or orders to inactive duty is required and, if the Wave's married name does not show on her record, a photostat of the marriage certificate must also be enclosed. COs are authorized to effect such discharges for the woman's own convenience without reference to BuPers. If the Wave is hospitalized or in a disciplinary status, discharge may not be effected until she has been fully restored to duty or is no longer in a disciplinary or probationary status. If the Wave is on duty in an activity not authorized to effect discharge, the CO is to designate her for discharge and transfer her to an activity which has this authority.

• Waves with at least one year's active duty and who are married to servicemen returned from overseas for duty in the States may submit requests to BuPers for transfer, discharge or separation from the service. Needs of the service will be the deciding factor. The application is to be accompanied by a letter from the man's CO verifying that he has had overseas service and is assigned to duty in the States and indicating the probable period of his Stateside assignment. If the records do not show the Wave's married name, a photostat of the marriage certificate is to be submitted. In case of a request for transfer or reassignment, the Wave's application is to be forwarded to BuPers, via the activity and command to which the transfer is requested for endorsement and recommendation.

Subsequent recall, reenlistment or reappointment of those who have been released to inactive duty, discharged or separated from the service will depend on the needs of the service.

New Rules for Ship and Station Papers

Publication of ship and station newspapers is now governed by a new directive from the Secretary of the Navy dated 28 May (NDB, 31 May, 45–526). The directive supersedes BuPers Manual, Art. E-7601-4.

Following is a brief summary of the main provisions:

Who may publish papers: Recognizing that ship and station newspapers are a positive factor in the problem of morale with which all commanding officers are concerned, the directive delegates authority to establish and maintain papers to the commanding officers without further reference to the Navy Department, on the basis of definitions in the directive.

To avoid duplication: No more than one newspaper may be published by any station except as specifically authorized.

Contents: Should be consistent with general function of promotion of the efficiency, welfare and contentment of personnel, and in conformance with generally accepted standards of good taste. No paid advertising matter. All printing to be in one color (but see exception 3, below).

How costs are met. Papers for naval personnel: by regular allotments under appropriation, "Welfare and Recreation, Navy," or from "Ship's Stores Profits" or from non-appropriated funds, as determined by CO. Papers for civilian personnel, or for civilian and naval personnel jointly: from non-appropriated funds, provided civilians contribute in some way; otherwise, by such funds as may be authorized.

Size: is determined by on-board count of personnel for whom publication is maintained. Allowance per week:

Class 1 (complement under 1.000) —4 pages or 2 sheets, 8″ x 10½″.
Class 2 (1,000-3,000)—8 pages or 4 sheets, 8″ x 10½″.
Class 3 (3,000-5,000)—8 pages or 4 sheets, 9⅜″ x 12¼″.
Class 4 (5,000-10,000)—12 pages or 6 sheets, 9⅜″ x 12¼″.
Class 5 (10,000-15,000)—12 pages or 6 sheets, 10½″ x 16″.
Class 6 (over 15,000)—12 pages or 6 sheets, 16″ x 21″.

Exceptions:

1. Class 1 papers may use legal-size paper, 8½″ x 14″, for mimeographing.
2. To meet local printing and paper problems, publications may use other sizes than those above, so long as they remain within the maximum authorized limits of total square inches of paper.
3. CO may authorize three special editions a year, each to use not more than double normal paper and not more than two colors.
4. Ships and stations outside U. S. continental limits may publish daily papers as deemed necessary by local COs, using average of not more than 8 pages, not over 8½″ x 14″. These may be published in addition to any other publication authorized by this directive.
5. Provisions as to size and color remain in force as long as national paper and manpower shortage exists, and are applicable at *all* times to papers published at Government expense. When shortage does not exist, papers may be any size and colors determined by CO, provided entire cost is met from non-appropriated funds.
6. Requests for special exceptions may be addressed to SecNav, via BuPers or SECP, whichever is cognizant, and Administrative Office, Navy Dept.

Production. Insofar as practicable, papers shall be produced on Government equipment.

Distribution is limited to the minimum quantity needed for personnel of the activity and for exchanges. Exchanges are encouraged. Copies are not to be mailed in penalty envelopes except for exchanges and other official purposes. Two copies of every issue are to be mailed immediately upon publication to the Chief of Naval Personnel or to the Director, SECP, whichever is cognizant (if both, two to each).

New Policies Favor Okay On Requests for Sea Duty From Enlisted Men in U. S.

BuPers policies governing action to be taken on individual requests from shore-based enlisted men within U. S. continental limits who desire sea duty have been announced by the Chief of Naval Personnel in a letter dated 24 March 1945 to the commandants of all continental naval districts and river commands, and the chiefs of all naval air training commands (Pers-6303-DW-7-P16-3/MM).

The following policies are in effect.

- All requests for sea duty which have favorable endorsements are to be granted.
- All requests from non-rated men are to be granted, regardless of endorsement, when the total number of men on board any station exceeds 80% of the authorized allowance.
- All requests from petty officers, class "A" graduates and men in the stewards' branch are to be granted, regardless of endorsement, when the total number of men on board the station exceeds 80% of the allowance permitted for the various ratings authorized for that station. (Graduates of class "A" schools are to be counted in their respective rating groups when figuring the number of rated men within any rating aboard the station.)
- All requests which have unfavorable forwarding endorsements, and which do not fall in any of the above categories, are to be *disapproved*, including all requests received from enlisted men assigned to special programs.

The directive states that consideration is, however, to be given to any man who desires sea duty, and invites the attention of COs to the following programs under which men may be made available for transfer to sea: fleet interchange, recruit replacement, Wave replacement, shore-duty survey, and transfer to general detail.

BuPers desires, wherever practicable, that when enlisted men who have served a minimum of three months ashore personally request transfer to sea duty, their wishes be complied with, and states that they may be transferred without reference to BuPers or to administrative commands, within the limits of the policies established by the directive.

Personnel transferred to sea are to be given their choice of being sent to the nearest receiving station for assignment to general detail, or to the Naval Training and Distribution Center, Shoemaker, Calif., for assignment by ComWesSeaFron.

Requests for transfers to sea duty which cannot be accomplished within the scope of the directive are to be forwarded to the administrative command, which is to effect a redistribution within the command so that necessary replacements may be provided, thus enabling the man to go to sea, or to forward such requests to BuPers in the event that the percentages in the district as a whole do not permit approval of a man's request for duty afloat. BuPers will endeavor to provide reliefs in individual cases, but if no reliefs can be made available, then the request will be disapproved.

Beachhead (ATB, Oceanside, Calif.)

"That sailor called again and left a message for you."

Enlisted Men Invited To Apply for Sub Duty

The Navy has a continuing need for enlisted men in certain ratings to volunteer for submarine duty, and those who meet the particular mental, psychological and physical requirements may submit requests to BuPers via COs.

Requests are desired from enlisted men in the following ratings:

CM, TM, TME, QM, SM, FC, S, EM, RM, RT, MoMM, Y, PhM (except third class), SC, Bkr, Ck (except first class) and StM.

MMs also are desired and their requests should state whether they have had any previous experience with internal-combustion engines and whether they desire to have their rates changed to MoMM when qualified. Only those who desire to have the change made should apply.

In addition, all men qualified in submarines who have had actual "war patrol" experience (except CGM, CQM, CSM, CFC, CRT, and CCS) and who indicate in writing their desire to return to submarine duty will be transferred to the nearest submarine base without reference to BuPers, for further assignment to submarine duty.

Volunteers accepted for initial training will be transferred to the Submarine School and, after training, will be assigned to fleet submarines.

BuPers does not desire requests from CPOs for initial training in submarines nor from recruits undergoing recruit training, personnel in class A schools, personnel serving in ships and stations who have not completed at least 12 months duty therein at the time of submission of requests or from CB personnel.

(For details see BuPers Circ. Ltr. 145-45: NDB, 31 May, 45-570).

Enlisted Promotion Rules Tightened; Time-in-Rate Waivers Further Limited

A general tightening of rules governing the advancement of enlisted personnel is provided by two recent directives.

The basic promotional directive, BuPers Circ. Ltr. 297-44 (NDB, July-Dec., 44-1145), has been modified by Alnav 114-45 (NDB, 15 June, 45-614) in the following respects:

- It is no longer possible to waive, for outstanding personnel, one-half of the time in rate required for advancement to pay grades 3 (PO2c) and above.
- At least three months' sea duty is now required in pay grade 3 and/or 4 (PO2c and/or PO3c) for advancement to pay grade 2 (PO1c) except for V-10 personnel, aviation branch ratings (other than SKV, TMV and PtrV rates), male specialists, BMA, cable censor personnel, those classified permanently by BuPers as "Mobilization ashore" or "Limited duty," and SAD and SAD(MG) ratings.
- ACRT, ART1c, Cox. and QM3c may no longer be advanved in excess of allowance.

In addition, COs are directed by BuPers Circ. Ltr. 152-45 (NDB, 31 May, 45-576) to ascertain that men advanced to petty-officer ratings are fully qualified. They must have received the required marks on written examinations, be thoroughly indoctrinated in all practical factors, and be of petty-officer caliber in that they demonstrate leadership, good judgment and ability to assume responsibility.

As the Navy is now nearing its maximum allowed enlisted strength, it is necessary that only qualified men be rated as petty officers. In this way the promotion of outstanding men will not be hindered and petty-officer jobs will be available for those who are best qualified to fill them.

Instances have come to the attention of BuPers, the letter states, where men have been advanced who were not fully qualified. While this situation has been attributable primarily to the rapid expansion of the service, with the corresponding advancement of inexperienced personnel who were not given the opportunity to qualify fully due to the urgent need of petty officers, it is also felt that some promotions have been effected mainly as a reward for faithful service or because the minimum service in rating requirements have been met and without regard to the actual qualifications of the individual.

Reenlistment Allowance Based on Discharge Rating

Men discharged from the Naval Reserve for reenlistment in the regular Navy are paid reenlistment allowance based on the rating they hold at time of discharge even though such rating is a temporary one. An article in last month's ALL HANDS (p. 78) incorrectly stated that the permanent rating determined the amount of the allowance.

New Weekly Shortwave Radio Program Answers Questions of Men Overseas

Last month the Navy Department launched a new 15-minute radio program, "The Navy Reporter," designed to bring pertinent news and information to all hands in the Navy, Marine Corps and Coast Guard serving outside of the U. S. The program, which was conceived and planned by Secretary of the Navy Forrestal, is being broadcast each week over the shortwave facilities of the Armed Forces' Radio Service.

In inaugurating the broadcast on 5 June 1945 Mr. Forrestal invited all hands overseas to submit questions, the answers to which will be the basis of future broadcasts. "We're not going to put any limit on the questions," Mr. Forrestal said. "The men can ask all the questions they want, on any subject they want. But I know they will understand that with the time limit on the program, it can deal with only the questions most important to the greatest number of men."

As the program is intended primarily for enlisted personnel, George T. Wendell, MoMM1c, USNR, has been designated as the Washington representative for enlisted men overseas. He will interview top-ranking officers of the naval service and other Government agencies on those questions which seem to have the most widespread interest or application to enlisted men's problems.

Wendell, a veteran of Guadalcanal and wearer of the Purple Heart, was referred to by the late Secretary of the Navy, Frank Knox, as "this war's 'fox holiest' sailor," after Wendell, disabled and awaiting evacuation to a rear base hospital, lived for 15 days in a foxhole. During the days of silent films, Wendell was known as "Freckles" in "Our Gang" comedies.

The announcer and news reporter on the program is Paul Sullivan, RdM2c, USNR, who before joining the Navy was a well-known network newscaster and commentator.

Vice Admiral Randall Jacobs, USN, Chief of Naval Personnel, was interviewed on the second program on the subject of redeployment, demobilization, release and discharge as related to enlisted personnel. The third program featured Gen. A. A. Vandegrift, USMC, Commandant of the Marine Corps, and Comdr. Jack Dempsey, USCGR, discussed Coast Guard problems on the fourth broadcast.

To have questions or problems aired on the programs, enlisted men are invited to write directly to "The Navy Reporter," Armed Forces' Radio, Los Angeles, Calif.

The broadcast schedules (Alnavs 117 and 121; NDB, 15 June, 45-617 and 621), is as follows (times are EWT for Atlantic coast, PWT for Pacific and Far East):

Atlantic Coast

ENGLAND-EUROPE-MEDITERRANEAN—Each Tuesday

1445-1500: WBOS, Boston, 15,210 kc
1745-1800: WCBN, New York, 11,145 kc

SOUTH ATLANTIC-AFRICA

Each Tuesday

1315-1330: WLWL, Cincinnati, 15,230 and 17,955 kc

GREENLAND-ICELAND-ENGLAND

Each Tuesday

1815-1830: WBOS, Boston, 9,897 kc

Pacific Coast

ALASKA-ALEUTIANS-CHINA

Each Tuesday

1545-1600: KROJ, San Francisco, 17,770 kc
215-2230: KROJ, San Francisco, 9,897 kc

SOUTHWEST PACIFIC-PHILIPPINES

Each Tuesday

1815-1830: KROJ, San Francisco, 17,760 kc
2215-2230: KNBA, Dixon, Ohio, 13,050 and 15,150 kc

Each Wednesday

0245-0300: KGEI, San Francisco, 9,550 kc

SOUTHWEST PACIFIC-PACIFIC OCEAN AREA

Each Wednesday

0245-0300: KWIX, San Francisco, 9,855 and 6,105 kc

PHILIPPINES-CHINA

Each Tuesday

2115-2130: KWID, San Francisco, 11,870 kc

ALL PACIFIC-CHINA

Each Thursday

2015-2030: KRHO, Honolulu, 17,800 kc

Official U. S. Navy photograph

SECRETARY of the Navy Forrestal is interviewed by Paul Sullivan, RdM2c, and George T. Wendell, MoMM1c, on first "Navy Reporter" broadcast.

Rules Eased for Shipping Household Effects to Areas Opened to Naval Families

Because of a shortage of Government shipping facilities in the Gulf, Caribbean and Panama Sea Frontiers, Mexico and Brazil, where families of naval personnel on duty are now permitted to establish residence, it has not been possible for the Navy to authorize them to ship their household effects and automobiles. However, the rules have been relaxed to permit those who are traveling by commercial airlines to ship 350 pounds of personal effects and 200 pounds for each dependent authorized to travel at Government expense who goes via commercial airlines. Only 50 pounds were previously authorized.

This rule does not, however, apply to families of naval personnel serving with U. S. Embassies or naval missions, since they are permitted to ship their household effects when establishing homes in the permitted areas abroad.

For details, see all-station communication O52221 dated 5 June 1945 and ALL HANDS, June 1945, p. 70.

Eligibility Is Widened For Honorable Discharge

Enlisted personnel released from the Navy may now receive an "Honorable Discharge" (NavPers 660) under certain conditions which formerly would have entitled them to a "Discharge Under Honorable Conditions" (NavPers 661).

The change was effected by Alnav 130-45 (NDB, 15 June, 45-630) which was issued in advance of approved changes in BuPers Manual.

To be eligible for an "Honorable Discharge," personnel must have marks in proficiency in rating and conduct of 3.0 and 3.25 respectively, and have no convictions by GCM and not more than one by SCM in the current enlistment.

Reasons for discharge for which the "Honorable Discharge" is now possible: expiration of enlistment, convenience of government, man's own convenience, dependency existing prior to enlistment, dependency arising since enlistment, minors enlisted without consent—under 18 at time of discharge, under age of authorized enlistment, and medical survey or form Y, provided disability is not the result of the individual's own misconduct.

Where the same reasons apply but marks are below 3.0 in proficiency in rating and 3.25 in conduct, "Discharge Under Honorable Conditions" will be issued as before.

The new instructions also provide that no "undesirable" discharge will be executed without prior reference to BuPers with a full report of facts and circumstances necessitating discharge. Enlisted personnel serving on ships, in mobile units or beyond the U. S. when recommended for an undesirable discharge will be transferred to the nearest U. S. receiving station to await BuPers action.

Uniform Rules Adopted For AOL, AWOL Sentences

A SecNav order setting forth the policy of the Navy Department in regard to trials for wartime offenses involving absences and desertion and mitigation of GCM (general court martial) sentences became effective 1 July 1945. The new order (NDB, 31 May, 45-529) cancels and supersedes BuPers Manual, Art. D-9114 and SecNav ltr. A17-11(1)/A17-20, of 27 Nov. 1944, and all other existing directives in conflict with it.

Except in special circumstances, the policies are to be strictly adhered to for uniformity. The reason for departure from policy must be stated by separate letter attached to the record of the case.

In general, the policies are:

Type of trial for first offenses:

AOL less than 11 days: Mast or deck court.

AOL between 11 and 30 days: Summary court.

AOL over 30 days: General court.

AWOL less than 1 day: Mast or deck court.

AWOL between 1 and 10 days: Summary court.

AWOL over 10 days: General court.

DESERTION: All men AOL or AWOL for more than 45 days will be tried for desertion. The charge of desertion will be made in cases involving less than 46 days if there is evidence of desertion other than length of absence, apprehension or breaking arrest.

For second absence offense: (a) Offenders who for first absence offense have been punished at mast or convicted by deck court, will be tried by summary court; (b) offenders who for the first absence offense have been convicted by summary court will be tried by general court unless the second offense is absence less than 48 hours, in which event the type of court will be discretionary but not less than a summary court.

Third offenders will be tried by general court unless the absence is less than 48 hours, in which event the type of court will be discretionary but not less than a summary court.

Only those punishments at mast and convictions that occurred in the two years preceding the current offense, but not those in a previous enlistment or prior to an extension of an enlistment, will be considered in determining the type of court an offender will receive. (Men retained in the service because of the war—Alnav 155-41—are in fact serving in extension of enlistment.)

Reduction in rating of noncommissioned and petty officers by deck courts and summary courts martial for absence offenses is considered appropriate as part or all of the punishment.

MISSING SHIP OR MOBILE UNIT: Where a man has missed the sailing of his ship or mobile unit, adequate disciplinary action is mandatory and, except under extenuating circumstances, trial by GCM is considered appropriate, regardless of length of absence.

In cases involving missing ship where the ship has moved from the pier or anchorage to another, or has only gone on a trial or post-repair run or local shakedown, or in similar cases, trial by GCM is discretionary.

An absentee from a ship or mobile unit will be returned to his ship or unit immediately for disciplinary action if the ship or unit is still available and in the immediate vicinity. If the ship or unit is not available, disciplinary action will be taken by the command concerned.

In all cases of desertion a plea of not guilty must be entered for the accused; evidence will be taken, and if the accused does not desire to take the stand such fact must appear in the record.

Where men are found guilty of AOL or AWOL (as distinguished from desertion) convening authorities are to reduce the part of the sentence relating to confinement so that it will be as follows:

Absence	*Sentence*
Up to 59 days	12 months
60 to 89 days	18 months
90 to 119 days	24 months
120 to 149 days	30 months
150 days and over	3 years

All men confined by sentence of a GCM may apply to the Naval Clemency Board for restoration to duty on completion of one-third of their sentence.

In GCM cases (including desertion, for which a sentence of at least three years plus the length of absence is appropriate), increases in the period of confinement over those set forth above are considered appropriate as follows:

1 month when the offender is apprehended or delivered to naval jurisdiction.

1 month for each prior conviction by deck or summary court martial, prior convictions to be considered in accordance with above.

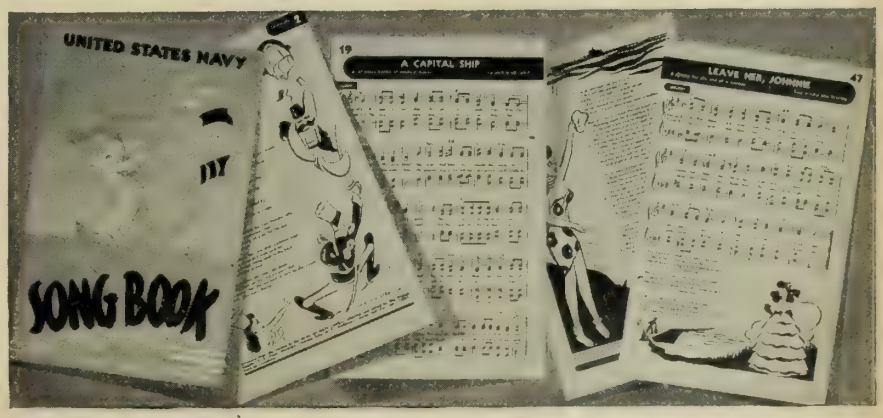
2 months when offender missed ship or mobile unit.

3 months for each prior conviction by GCM.

In all GCM trials the accused will be afforded counsel of his own choosing whenever practicable; if not practicable, then competent counsel will be assigned to represent him, regardless of the plea.

When a man on probation commits an offense of sufficient gravity, the probation will be terminated but no further disciplinary action need be taken if serving out the remaining sentence of the first offense is considered sufficient punishment. If not so considered, the offender will be tried by an appropriate court in order that a new sentence may be imposed.

The practice of carrying out sentences of dishonorable and bad conduct discharges which are to be effected immediately (no confinement to be served) without recourse to the Bureau of Naval Personnel, Commandant, U. S. Marine Corps, or Commandant, U. S. Coast Guard, will be discontinued.



NEW NAVY SONG BOOK—128 attractively illustrated pages—is being distributed to Navy, Marine Corps and Coast Guard on a pro rata basis.

NEW NAVY SONG BOOK OUT

Distribution of the new United States Navy Song Book to Navy, Marine Corps and Coast Guard units on a pro rata basis was begun last month.

The book, attractively illustrated and modernly designed, contains 128 pages of words and music of old favorites, sea chanteys, service songs, patriotic numbers and humorous tunes. The music is written in four-part harmony, and will serve also for use as piano accompaniment. Ukulele and guitar chords are given.

The book was compiled by BuPers in cooperation with the Joint Army-Navy Committee on Welfare and Recreation, the Music Division of the Library of Congress, the Music Library Association, the U. S. Navy Band and music publishers.

A limited number of copies of the book (NavPers 15047) are available for official use. Requests to BuPers (Att: Special Services Division) will be honored until the supply is exhausted. Because of copyright restrictions, the book is not available for personal non-military use or purchase.

Only Men in Limited List Of Ratings Are Eligible For Aircrewman Designator

With personnel in the following ratings only declared eligible for the combat aircrewmen designator (CA)—ARM, AMM, AMMF, AOM, PhoM, S1c, S2c, and strikers for ARM, AMM, AOM and PhoM ratings—personnel in other ratings are due to lose their (CA) designator under provisions of BuPers, Circ. Ltr. 164-45 (NDB, 15 June, 45-653).

However, in individual cases where COs consider that the best interests of the Navy would be better served by a change in rating to one of those for which the (CA) is approved, they are authorized to hold in abeyance for a period not to exceed 90 days the cancellation of the (CA) to allow time for consideration of requests for a change in rating by BuPers or other appropriate authority.

In the future the (CA) designator will be assigned only to enlisted men in the permitted ratings who are qualified combat aircrew graduates of operational training units under the command of the Chief of Naval Air Training, or such other units as may be designated by BuPers.

Whenever a combat aircrewman designator is assigned to a man, an entry is to be made in his service record, as well as information to indicate the type of plane in which he is currently best qualified to serve. This information is to be kept up to date if he becomes better qualified in another type of aircraft.

The directive also provides that a board of three officers, including one medical officer, is to review recommendations for cancelation of (CA) designators for the following reasons:

- When the man is no longer physically or psychologically qualified for combat aircrewman duties.
- When he no longer desires assignment to combat aircrew training or duties, and such statement is signed by him and entered in his record.
- When an aggravated disciplinary offense indicates that he is unsuitable for assignment to combat aircrew duties. Removal of the (CA) is not to be used as a disciplinary measure.
- When because of special training or ability the man's value to the Navy becomes greater in a billet other than that of combat aircrewman. In such cases, the CO is to give full consideration to the man's desire to continue or discontinue his combat aircrewman status, involving retention or revocation of the (CA) designator.
- When the man is no longer considered competent for the performance of combat aircrew duties.

Whenever the (CA) designator is canceled the reason for the action is to be entered in the man's record.

COs are also authorized by the letter to take action to cancel the (CA) designator for enlisted personnel who are not volunteers for combat aircrew duties, and for those who are not physically qualified in accordance with the requirements set forth in BuPers Circ. Ltrs. 147-42 (corrected) (NDB, cum. ed., 1943, 42-899) and 291-44 (NDB, July-Dec., 44-1139) with reasonable allowance to be made to the extent that minor physical disqualification may be compensated by the experience as a combat aircrewman which the man may have had, and in accordance with BuMed Manual, par. 1404, sections (c) and (d).

Combat aircrew enlisted personnel returning from fleet commands are to retain the (CA) designator only under the following circumstances:

- When assigned directly to forming or reforming squadrons within fleet commands or to activities having established combat aircrew billets.
- When transferred to reclassification centers for screening prior to final determination as to current status.
- When assigned or awaiting assignment to combat aircrew training under the Chief of Naval Air Training (includes refresher trainees, or recently trained aircrewmen).

Voluntary withdrawal from any phase of the combat aircrew training program will be taken as evidence of a non-volunteer status and shall be cause for immediate cancellation of the (CA) designator.

Any man who is a qualified combat aircrewman and who volunteers and wishes to get back into combat aircrew duty can expect to be returned to such duty as soon as needed, as the directive states that personnel designated (CA) who are not in combat aircrew billets will be returned to that duty or training as expeditiously as practicable.

Former combat aircrewmen are to be given first priority in filling assigned quotas for combat aircrew training, and when such quotas are not currently assigned, requests from former combat aircrewmen are to be forwarded to BuPers with a statement of the man's physical qualifications.

Authority to wear the combat aircrew insignia does not constitute authority to affix the (CA) designator.

VOTING INFORMATION

In order to fill a vacancy in the House of Representatives a special primary election will be held in the 24th Congressional District of Illinois (comprising the counties: Clay, Edwards, Hardin, Gallatin, Hamilton, Johnson, Massac, Pope, Saline, Wayne and White) on 31 July 1945.

The latest available information on elections at which servicemen will be permitted to vote by state absentee ballot is as follows:

GEORGIA

A *general* statewide election to ratify or reject a proposed new state constitution will be held on 7 Aug. 1945. Eligible servicemen (18 years of age as of 7 Aug. 1945, or over) may vote by a special absentee military ballot. Absentee civilians may vote only through regular absentee balloting procedure. Postcard application for ballot, USWBC Form No. 1, will be accepted by election officials at any time. Ballots on the proposed state constitution will be mailed as soon as available. The executed ballot must be received by election officials by 7 Aug. 1945.

ILLINOIS

A *special primary* election will be held in the 24th Congregational District of Illinois on 31 July 1945 to fill a vacancy occurring in the House of Representatives. Eligible servicemen, members of the merchant marine and certain attached civilians may vote in the above election. Postcard applications for ballots will be accepted from servicemen for this election and will probably be accepted from members of the merchant marine and from certain attached civilians. Applications for ballots for this special primary election will be accepted at any time. Ballots will be mailed about 16 June 1945 and executed ballots must reach election officials not later than 31 July in order to be counted. IN APPLYING FOR A BALLOT FOR THIS ELECTION BE SURE TO INDICATE CHOICE OF PARTY.

MICHIGAN

A *municipal primary* election will be held in the City of Detroit on 7 Aug. 1945. Candidates to be chosen at this election will be: Mayor, City Clerk, City Treasurer, Councilmen, and Constables. Eligible servicemen, members of the merchant marine, and certain attached civilians may vote in this primary election. Postcard applications for ballots (USWBC Form No. 1) will be accepted at any time. In order to be counted, executed ballots must be received by local election officials on 7 Aug. 1945. Inasmuch as the primary election is a non-partisan election, it will not be necessary for servicemen to fill in Item 6 (choice of party) on USWBC Form No. 1.

OHIO

A *primary* election will be held in most cities throughout the State on 31 July 1945. Candidates to be chosen at this election will be municipal officers for cities and villages.

Eligible servicemen, members of the merchant marine and certain attached civilians may vote in this primary election. Postcard applications for ballots will be accepted from servicemen and from members of the merchant marine and certain attached civilians. Relatives may also apply for ballots to be mailed to servicemen. Applications for ballots will be accepted at any time. Executed ballots must be received by local election officials on 31 July 1945 to be counted. Ballots may be marked with pen, pencil or any other writing instrument. IN APPLYING FOR A PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (Item No. 6 on the postcard).

VIRGINIA

A Democratic *primary* election will be held throughout the State on 7 Aug. 1945. Candidates to be chosen at this primary will be: Governor, Lt. Governor, Attorney General, Members of the House of Delegates, and certain local officers.

Eligible servicemen may vote in this Democratic primary election. Merchant marine and attached civilians serving with the armed forces will not be permitted to vote under the special absentee voting procedure recently enacted by Virginia. Postcard applications for ballots (USWBC Form No. 1) will be accepted from servicemen and will be received at any time. Relatives may also apply for ballots to be mailed to servicemen. Executed ballots must be received by election officials by 4 *August* in order to be counted. IN APPLYING FOR ANY PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (Item No. 6 on postcard).

New System to Speed Up Magazine Distribution

A sharp reduction in the elapsed time between publication date and dates of receipt of magazines aboard ship and at overseas bases will result from a new distribution plan devised by the Navy Department in cooperation with the Commander Western Sea Frontier, Commander Service Force, Pacific Fleet, and Commander Service Force, 7th Fleet.

Under this plan the Navy will buy the overseas editions of a wide variety of magazines and will distribute them weely by mail. In addition the Navy will purchase 295,000 copies monthly of 55 other magazines which do not have overseas editions. While the overseas editions will be distributed free, the others will be put on sale at every shore station and on every ship in the forward areas with more than 30 men, giving Navy, Marine and Coast Guard personnel the reading choice they have at their home newsstands.

The new plan was devised to offset the recent regulation restricting the mailing of newspapers and magazines to Navy personnel overseas. Because of the Navy's overburdening problem of forwarding second-class mail, post offices, beginning 1 July, will accept *only* publications that are requested in writing by the addressee. The same regulations have been in effect for the Army since 1943.

By accepting bulk packages instead of individual subscriptions there will be a considerable reduction in the 14 million newspapers and magazines mailed individually each month to Navy men overseas. The packages assembled in New York and mailed as official documents to the Fleet Post Office, San Francisco, will receive faster handling and will be dispatched directly to ship and shore stations due to the elimination of directory service which must be given to mail addressed to specific individuals.

Each of the packages of overseas editions will contain a variety of weekly magazines and the monthly magazines published during the particular week preceding shipment. Since different monthlies have different publication dates during each month, the weekly packages will vary in content.

In order to make this plan effective as soon as possible, the magazine kits of overseas editions designed and already being packaged by the Army are being obtained. Therefore some magazines will bear inscriptions that they are being distributed by the Army Service Forces. Others, especially comics, will have titles peculiar to the Army, and still others, such as the Infantry Journal, are of primary interest to the Army. As the program is further developed, it is expected that these discrepancies will be corrected. Comment is solicited on the titles and quantities of magazines in each package.

The second part of the new program, calling for procurement, packaging and distribution of magazines which do not have overseas editions is being developed and if distribution of these regular editions proves successful, the assortment will be continually increased.

Overseas editions to be distributed under the new plan are:

Coronet, Cosmopolitan, Country Gentleman, Detective Story, Down Beat, Ellery Queen Mystery, Esquire, Flying, G. I. Comics, Hit Kit, Inside Detective, Jeep Comics, Life, Look, McGraw Hill Overseas Digest, Military Digest, Modern Screen, New Yorker, Newsweek, Omnibook, Outdoor Life, Overseas Comics, Pic, Popular Mechanics, Popular Photography, Popular Science, Readers Digest, Saturday Evening Post, Sporting News, Time and Western Story. A project is underway to distribute Time and Newsweek by air and if it proves successful they will be eliminated from this mailing list.

Certain magazines which do not publish overseas editions will be sold through ship's stores. The list includes:

Liberty, Army & Navy Journal, Army & Navy Register, Collier's, American, Red Book, Movie Story, Screen Guide, Photoplay, Sports Afield, Movieland, Movies, Screenland, Ring, Field & Stream, U. S. Camera, Minicam, Newspic, Negro Digest, Navy Pictorial News, Laff, Police Gazette, Captain Marvel Adventures, Action Comics, Whiz, Detective Comics, Official Detective, Blue Book, Feature Comics, Military Comics, Superman Comics, Batman Comics, Target Comics, Police Comics, Sensation Comics, Star Western, Flash Comics, Argosy, Adventure, Dime Detective, Dime Western, Master Detective and True Detective.

Additional copies of ALL HANDS will also be included for sale in ship's stores to those men who desire to have a personal copy of the magazine.

Honorable Dischargees May Wear Uniforms Only Until Arrival at Home

Contrary to current belief that the uniform may be worn for 90 days after honorable discharge from the Navy, even though the discharged person reaches home before the expiration of that period, BuPers Circ. Ltr. 150-45 (NDB, 31 May, 45-574) points out that it may be worn *only* until the serviceman or woman reaches home.

In clarifying the provision of the "Protection of the Uniform Act" (Title 10, USC, Sec. 1393) which provides that an honorably discharged person may wear his uniform from the place of discharge to his home "within three months" after the date of discharge, the Judge Advocate General has held that the uniform may not be worn *after* arrival home, even though the three-months period has not expired.

It may, however, be worn on appropriate occasions of ceremony, at drills or when performing authorized training duties.

Quiz for All Hands: WHAT'S YOUR NAVAL I. Q.?

SUBJ: PACIFIC WAR

1. The Navy Department has announced that in fighting an all-out war against the Japs we are now equipped with approximately the same number of Naval vessels as there were men in the Navy in 1938. That would mean: (a) 50,000, (b) 100,000, (c) 200,000?

2. These Pacific islands (left below) have been the scenes of important actions with the enemy in which the Navy took part. Match them correctly with the island groups (on the right) to which they belong.

(1) Matsuwa	
(2) Saipan	
(3) Guam	(a) Palau Islands
(4) Iwo Jima	(b) Philippine Islands
(5) Tinian	(c) Marianas Islands
(6) Mindanao	(d) Kuril Islands
(7) Leyte	(e) Volcano Islands
(8) Peleliu	
(9) Angaur	
(10) Palawan	

3. The flagship of the U. S. Asiatic Fleet struck by a shell in the early days of the Sino-Japanese war was: (a) USS Texas (b) USS Augusta, (c) USS Houston, (d) USS Brooklyn?

4. A man in Kodiak would be nearest to: (a) the Marshall Islands, (b) the Gilbert Islands, (c) the Caroline Islands?

5. The 3d Fleet is under the command of: (a) Admiral Spruance, (b) Vice Admiral Mitscher, (c) Admiral Kinkaid, (d) Admiral Halsey?

6. The sea which is land-blocked by Japan's main islands is the: (a) Sulu, (b) Inland, (c) Sea of Japan?

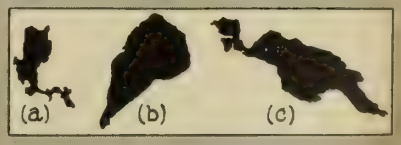
7. The following battles have all been important in the war against Japan. Which happened when?

(1) Battle of Philippine Sea
(2) Battle for Leyte Gulf
(3) Battle for the Coral Sea
(4) Battle of Savo Island
(5) First Battle of Kula Gulf

(a) 6 July 1943
(b) 19-20 June 1944
(c) 7-8 May 1942
(d) 23-26 October 1944
(e) 9 August 1942

8. On 1 April 1945 one of our Pacific Fleets landed invasion forces on the western shore of Okinawa. It was the: (a) 3d Fleet, (b) 5th Fleet, (c) 10th Fleet?

9. "Shadow factories" are: (a) Japanese underground munitions factories, (b) manufacturers of camouflage equipment, (c) the home workshops which supply parts for much of Japan's war industries?



10. The black blobs above are roughly the shapes (though not drawn to scale) of (1) Iwo Jima, (2) Luzon and (3) New Guinea. Which looks like which?

Answers on Page 77

MONTH'S ALNAVS IN BRIEF

No. 101—Calls for submission of estimates of all unobligated welfare and recreation funds.

No. 102—Discontinues submission of triplicate of page nine for enlisted personnel transferred.

No. 103—Directs that Navy and civilian personnel traveling under cognizance of Navy to or through India or stationed there be inoculated against cholera.

No. 104—Relates to customs examination of parcel post packages (see p. 77).

No. 105—Modifies Marine Corps ltr. of instr. No. 810, para. 14 (D), to provide that enlisted personnel applying for flight training must be Pfc. or above with no specified service requirement.

No. 106—Calls attention to BuShips Manual, Art. 51-255 (4), which prohibits use of refractory coatings for boiler furnace brickwork.

No. 107—Limits claims for reimbursement of travel for dependents.

No. 108—Deals with closing of pay records.

No. 109—Provides that disbursing officers of NTCs, midshipmen schools and NASs may continue in use pay records opened between 21 and 30 June inclusive for men first enlisting, reporting for active duty from civil life, appointed midshipmen or commissioned between dates mentioned above.

No. 110—States that kapok stock piles will be exhausted by end of 1945; urges more careful use of life preservers and requests that reclaimable pads and worn-out preservers be returned to continental supply depots for reprocessing.

No. 111—Changes dates for filing pages 7 and 8 of beneficiary slips, NavPers 601, to 1 July and 1 January.

No. 112—Announces appointment to next higher grade, to rank from 1 June 1945, of regular and reserve Navy Nurse Corps lieutenants (junior grade) whose present rank occurred 1 Aug. 1944 or earlier and who reported for continuous active duty as ensigns 1-30 Nov. 1942 inclusive, and those ensigns who reported for continuous active duty as ensigns 2 Jan.-1 Feb. 1944 inclusive.

No. 113—Deals with personnel allowance and complements (see page 00).

No. 114—Deals with changes in promotion of enlisted personnel (see p. 69).

No. 115—Announces appointment to next higher grade, to rank from 1 June 1945, of those lieutenants (junior grade) and ensigns, line and staff corps, on active list of regular Navy whose dates of rank are within period 2 Jan.-1 Feb. 1944 inclusive, and those lieutenants (junior grade) and ensigns, line and staff corps, of Naval Reserve and Women's Reserve whose dates of commencement of continuous active duty in their respective ranks are within the same period.

No. 116—Announces appointment to chief warrant rank for temporary service, to rank from 1 June 1945, of those warrant officers on active list of regular Navy whose dates of rank are within the period 2 Jan.-1 Feb. 1944 inclusive, and those warrant officers of Naval Reserve whose dates of commencement of continuous active duty are within same period.

No. 117—Announces new weekly Navy radio program (see p. 72).

No. 118—States that severe housing shortage exists in vicinity of all naval shore establishments, and urges that personnel make arrangements for housing before bringing families to new duty stations.

No. 119—States that Marine Corps disbursing officers will honor rental claims on NAVMC 729, signed by officer concerned, when no certification is available from CO of last station that the officer did not occupy public quarters for period of claim.

No. 120—Establishes Navy, Marine Corps and Coast Guard procedure for reporting casualties (see p. 24).

No. 121—Corrects Alnav 117-45, above.

No. 122—Modifies Alnav 113-45 (above) to provide that allowances will be basis for personnel distribution and for controlling enlisted advancements.

No. 123—Extends per diem provisions of BuPers Circ. Ltr. 234-43 (NDB, cum ed., 43-1599) to Army officers serving with naval commands.

No. 124—Directs disbursing officers to submit to BuPers (Att: Pers 822) one additional copy of all vouchers for increased allowances, BuS&A form 531, beginning 1 July 1945.

No. 125—Announces postponement of, and cancels requests for applicants for, postgraduate course in logistics (Alnav 55-45: NDB, 31 March, 45-282).

No. 126—Announces increase in subsistence allowance (see p. 67).

No. 127—Limits eligibility for flight training under BuPers Circ. Ltr. 138-44 (NDB, Jan.-June, 44-573) to S1c (and above) or equivalent, Navy or Naval Reserve, between 20 and 27 years of age or petty officers 18 to 27; also provides that all unmarried seamen (AS, S2c, S1c) on active duty who will not have reached their 20th birthday by 1 Nov. 1945 may now apply for newly established Naval Aviation Preparatory Program (see p. 69).

No. 128—Cancels, as of 11 June 1945, Alnav 67-45 (NDB, 15 April, 45-352) which authorized COs of activities at which BOQs are available to modify per diem temporary duty or TAD orders to eliminate $3.00 subsistence if in opinion of CO messing facilities are adequate and per diem unwarranted.

No. 129—Contains rules on wearing of area ribbons (see p. 79).

No. 130—Deals with issuance of discharge certificates (see p. 72).

No. 131—Continues for 1946 fiscal year, beginning 1 July, the same ration values as in 1945; commuted and leave rations, 65¢; hospital ration, 80¢; and midshipmen ration, 85¢.

No. 132—States that stock No. S1-1945 serum albumin human as manufactured by Eli Lilly, lot No. 330102A and 330101B are contaminated and are to be destroyed.

No. 133—Specifies that no requests for flight training submitted after 1 Aug. 1945 by officers of the Naval Academy, class of 1943, will be considered by BuPers.

No. 134—Provides that transportation of enlisted Marine guards for GCM prisoners is to be charged to General Expense Marine Corps appropriation and Navy guards to Pay Subsistence and Transportation Navy appropriation.

No. 135—Announces that French currency in denominations of 50, 100, 500, 1,000 and 5,000 franc notes issued by Bank of France and the supplemental French currency (Tri-Color Series) of same denominations issued for use of AEF ceased to be legal tender on 4 June 1945, and states procedure for effecting exchange.

No. 136—Announces procedure to be followed where Navy pay records cannot be renewed on 1 July because insufficient blank pay records are not available.

No. 137—Contains instructions on pay records of Navy personnel who are being separated from active service.

No. 138—Changes name of Office of Public Relations to Office of Public Information (short title: PUBINFO) and head of office to Director of Public Information; Marine Corps Division of Public Relations becomes Division of Public Information, and Coast Guard Public Relations office becomes Information Office.

PROMOTIONS BY ALNAV

A total of 7,835 officers were made eligible for promotion to next higher rank by Alnavs Nos. 112, 115 and 116, briefed on this page. The breakdown:

Naval Reserve (including Women's Reserve): 1,826 to lieutenant, 4,030 to lieutenant (junior grade) and 307 to commissioned warrant officer.

Regular Navy: 350 to lieutenant, 394 to lieutenant (junior grade) and 523 to commissioned warrant officer.

Nurse Corps (Naval Reserve): 53 to lieutenant and 339 to lieutenant (junior grade); (Regular Navy): 13 to lieutenant (junior grade).

In addition to these promotions, the promotions, effective 15 June, of 828 commissioned warrant officers, warrant officers and enlisted men to commissioned and warrant ranks are contained in BuPers Circ. Ltr. 166-45 (NDB, 15 June, Supp.). A complete list of the names of those promoted is contained in the letter.

Navy Insignia Approved For War Correspondents

Insignia for accredited war correspondents have been approved by the Secretary of the Navy. The cap device is a regulation naval officer's insignia with a gold "C" superimposed on the shield. The same ornament, in miniature size, has been authorized for the garrison cap. The collar device is similar to that of a lieutenant commander, with a silver "C" superimposed on the gold leaf. The shoulder insignia is worn on the left shoulder. Properly identified war correspondents are to be treated as commissioned officers in such matters as billeting, messing and transportation, as provided by SecNav ltr. of 29 May 1945 (NDB, 31 May, 45-528).

Right to Wear Wings Made Probationary For 12-Month Period

Wearing of all naval aviation insignia is now probationary for a 12-month period immediately following receipt of an aviation designation. This rule applies to enlisted personnel designated as aviation pilots, to warrant officers and to commissioned officers, including nurses and Waves. If during the probationary period such person is separated from duty involving flying, his or her right to wear wings may be revoked by the Chief of Naval Personnel.

In accordance with provisions of BuPers Circ. Ltr. 165-45 (NDB, 15 June, 45-654) the right to wear wings may also be denied to personnel who are found unfit for flight duties because of breaches of flight regulations or air discipline or by reason of refusal to fly, malingering or discontent. Where the right to wear aviation insignia has been revoked, the individual is not permitted to wear wings until such time as he or she is returned to duty involving flying or is again authorized to wear the insignia by the Chief of Naval Personnel.

Answers to Quiz on Page 75

1. (b).
2. (1) (d), (2) (c), (3) (c), (4) (e), (5) (c), (6) (b), (7) (b), (8) (a), (9) (a), (10) (b).
3. (b).
4. (a).
5. (d).
6. (b).
7. (1) (b), (2) (d), (3) (c), (4) (e), (5) (a).
8. (b).
9. (c).
10. (a) (2), (b) (1), (c) (3).

Customs to Examine All Packages from Overseas

Because personnel overseas have mailed packages containing Government property, captured enemy equipment, or articles similar to Government property without enclosing the proper authorization. SecNav has pointed out in Alnav 104-45 (NDB, 31 May, 45-000) that instructions covering such matters (ALL HANDS, April 1945, p. 74) include parcel post packages.

All packages are examined by customs officials in the States, Pearl Harbor or at such other places where necessary to enforce the ruling. Censoring officers will be held responsible for packages which they pass and which are later found to contain prohibited articles.

Personnel who send or bring home captured enemy equipment as souvenirs or anything which *looks like* Government property must enclose a certificate signed by their CO or his designated representative saying that they are authorized to mail or have in their possession such articles.

Ordnance Souvenirs Must Be Certified as 'Safe'

Deaths and serious injuries resulting from the handling of ordnance souvenirs shipped, mailed or brought back to the States by naval personnel in direct violation of Navy safety regulations has brought action by CNO to prevent future accidents of this kind.

In a letter addressed to all ships and stations dated 1 June 1945 (NDB, 15 June, 45-635), CNO directed that ordnance items must be certified by bomb-disposal, mine-disposal or other qualified ordnance personnel to be entirely free from explosives or combustibles prior to release of such items as souvenirs for transport to the U. S.

If souvenirs containing (or designed to contain) explosives or combustibles are brought to the attention of naval authorities in the continental United States, they may cooperate with local civilian authorities by making available the services of qualified ordnance personnel to assist in the disposal of such souvenirs. They are not, however, authorized to break down and render safe any civilian owned souvenirs except when absolutely necessary for disposal, research or intelligence purposes. Nor are naval personnel permitted to certify civilian-owned souvenirs as safe.

When sending or transporting to the States captured enemy equipment, Government property or items similar to Government property, personnel must enclose in the package or have in their possession for presentation to the customs officials a certificate signed by their CO saying that they are authorized to keep such souvenirs as their own property. (For additional details see "How to Keep Out of Trouble in Bringing or Sending Home Government Property," ALL HANDS, April 1945, p. 74.)

Bo'sun's Pipe

The most ancient and distinctive nautical sound effect is the boatswain's pipe, traditionally played on the boatswain's call. In the days of antiquity, galley slaves of Greece and Rome kept stroke to a pipe or flute. A pipe was used in the Crusade of 1248 to call English cross bowmen on deck to attack. The English used it in the 15th century as a badge of office or mark of honor. The Lord High Admiral carried a gold pipe on a chain around his neck, and a silver one was used by high commanders. The present form of the boatswain's instrument, properly termed a "call," was adopted sometime during the 16th century in commemoration of the defeat of the Scotch pirate, Andrew Barton, by Lord Howard. Howard took the call from Barton's body and when he became Lord High Admiral he officially adopted it. The call was used for salutes to distinguished guests as well as for passing orders. The old instructions read that on most occasions it was to be blown "three several times." Henry VIII fixed the weight of a standard call at 12 "oons" of gold, an oon being the original ounce.

Reservation and Billeting Bureaus Opened in 13th ND

Army-Navy reservation and billeting bureaus to assist service personnel in securing hotel reservations and in locating rooms, apartments or homes for permanent housing have been established in the 13th Naval District at Seattle, Wash., and Portland, Oreg. Establishment of the bureaus was announced in a letter dated 15 May 1945 from Com 13 to all activities in that command.

The Seattle bureau is located at 406 University street; telephone SEneca 4352 or ELliot 1570, and the Portland bureau is in the Portland Hotel, 721 S. W.-6th St.; telephone BRoadway 0488.

The bureaus are open from 0800 to 2400 daily and from 0900 to 2400 on Sundays. Priority on hotel reservations will be given those traveling on official business, returning from or enroute overseas and to those on leave or furlough.

Announcement was made previously to the establishment of similar bureaus in Boston, Chicago, New York, San Francisco, Washington, D. C., and Philadelphia. (ALL HANDS, Feb. 1945, p. 77 and May 1945, p. 77).

News Broadcast Dropped

As the news coverage provided by the Armed Forces Radio Service is deemed sufficient for units of the Atlantic fleet, the Navy news summary formerly broadcast nightly by Radio Washington has been discontinued, CNO recently announced.

TRAINING COURSE NOTES

A complete list of the enlisted training courses, NavPers 10,000 series, available on 1 June appears below. As additional books become available, announcement will be made in subsequent issues of ALL HANDS.

Progress tests and examinations have not been written to accompany the advancement-in-rating courses published in 1944 and 1945 (asterisk indicates volumes which do *not* have progress test and examination books). However, suggested questions are included in the new manuals for the optional use of the training officer. Where PT&Es are still available and in use, proper security measures should be observed; the books are to be handled by officer personnel only, and kept in a locked container when not in use.

The titles listed will be furnished upon receipt of a request from the CO or training officer of a naval activity by:

(1) Training Activity, Bureau of Naval Personnel, Washington 25, D. C.

(2) The Director of Training, 11th Naval District, Educational Office, San Diego 30, Calif.

(3) The Director of Training, Educational Office, Navy Number 128, FPO, San Francisco.

Training courses should be ordered from the address above which is nearest your ship or station.

Initial distributions. To insure that copies of the new rating manuals reach all ships without delay, BuPers' Training Activity forwards a shipment to each vessel according to the number of men in that rating allowed in the complement. To date, distributions have been made of TM3c & 2c; FC2c, Vols. I & II (two additional volumes will be furnished later); RdM2c, SoM3c & 2c, and CPhM. During the next month, four more 1945 editions are scheduled for shipment: SK3c & 2c, NavPers 10409; Prtr3c & 2c, NavPers 10423; SC3c & 2c, NavPers 10505; GM2c, Vols. I & II, NavPers 10011A and 10011B.

In addition to the advancement-in-rating manuals, three Basic Navy Training Courses—Use of Blueprints, Electricity, and Use of Tools—have also been issued automatically to the CO of each vessel according to its artificer rating complement. They are designed for the use of enlisted men whose duties require a knowledge of the subjects covered. A fourth basic book, Mathematics, NavPers 10620, will be distributed to all ships in the near future.

A copy of the new Advancement Examinations Book I, NavPers 16891, (Confidential), is now on the way to the CO of each ship and station. Book I, covering final examination questions for the seaman, special and commissary branches of the naval service has been prepared as an aid and guide for examining boards, who are responsible for determining, by technical examinations, the competency of an enlisted man for advancement in rating. Detailed instructions for the use of NavPers 16891 will be found in the book itself.

A second volume in the series, Book II, Artificer Ratings-Advancement Examinations, NavPers 16892, will be mailed to all ships and stations this month.

Distribution of Book III, Advancement Examinations, Aviation Ratings NavPers 16893, will be made to aviation activities only. This book will replace the Fall Quarter 1944 Confidential Aviation Examinations, NavPers 16890.

The list of training courses available on 1 June follows:

S1c	GTC for Nonrated Men *
BM1c & CBM	GTC for PO1c & CPO *
BM2c *	GTC for PO3c & 2c *
Cox	
GM1c & CGM	Shorthand Textbook *
GM2c	Shorthand Workbook *
GM3c	Advanced Shorthand *
TM1c & GTM	Typewriting Manual *
TM3c & 2c	3,000 Navy Terms in Gregg Shorthand *
QM1c & CQM	
QM2c	
QM3c	Diesel Engines
SM1c & CSM	Gyrocompasses *
SM2c	Use of Blueprints *
SM3c	Electricity *
FC1c & CFC	Use of Hand Tools *
FC2c, Vol. I *	Training Officer's Guide *
FC2c, Vol. II *	Program of Enlisted Training *
FC3c	
EM1c & CEM	Enlisted Men's Guide to Aviation Ratings *
EM2c	Educational Officer's Guide to Aviation Ratings *
EM3c	
RM1c & CRM	Introduction to Airplanes *
RM2c	Mathematics *
RM3c	Blueprint Reading & Layout Work *
RdM2c (Confidential) *	Hand Tools *
	Fundamentals of Electricity *
CM2c & SF2c Questions	Aircraft Radio Equipment *
Answers	Aircraft Communications *
	Advanced Work in Aircraft Radio *
SoM2c & 3c (Confidential) *	Aircraft Electrical Systems *
	Advanced Work in Aircraft Electricity *
MM1c & CMM	Aircraft Metals *
MM2c	Aircraft Welding *
MoMM2c	Aircraft Metal Work *
WT1c & CWT	Airplane Structures *
WT2c	Aircraft Hydraulic Equipment *
F1c & 2c	Aircraft Instruments *
	Aircraft Engines *
Y1c & CY	Aircraft Fuel Systems *
Y2c	Aircraft Propellers *
Y3c	Aircraft Armament *
SK1c & CSK	Aircraft Fire Control *
SK2c	Aircraft Munitions *
SK3c	Parachutes *
CPhM	Aerology I *
PhM1c	Aerology II *
PhM2c	Photography I *
PhM3c & HA	Photography II *
	Transport Airmen (Sp(V))
CCS	Sp (V) Questions
SC2c & 1c	Sp (V) Answers
SC3c	
Bkr ratings	
Cooks & Stewards	
Stewards' Branch (Messman) *	

* indicates courses which do not have progress test and examination books.

Typical covers (above) of basic Navy training courses, which are listed at right.

Official U. S. Navy photographs

TWO SECTIONS are lashed together and flap turned down.

New, Two-Piece Sea Bag To Be Issued to Recruits

A new type of sea bag known as the "clothes-bedding bag" has been developed by BuShips and eventually will replace the sea bag-hammock combination which has been in use throughout the Navy for many years. For the present, however, the clothes-bedding bag will be issued only to recruits.

The new bag is constructed in two sections and is large enough to hold a man's standard outfit of personal equipment including all items of clothing, bedding and miscellaneous gear. (Since mattresses are carried inside the new bag, hammocks will not be required for transportation of bedding.)

When required solely for stowage of clothing, only one part of the bag need be used; the other half can be stowed in the bottom.

Travel by Air on Orders Limited to Urgent Trips

All orders for air travel via NATS, ATC or commercial lines must not only contain justification for such travel but must state whether it is "directed" or "authorized," according to BuPers Circ. Ltr. 154-45 (NDB, 31 May, 45-578).

Order-writing commands also will issue enough additional copies so that a certified one may be delivered to NATS, ATC or the commercial line upon boarding the plane at the beginning of a journey and upon resuming travel after each required stop-over.

So air facilities may be available for urgent traffic, all unnecessary air travel must be curtailed, according to the letter.

Consequently, the letter directs that all commands authorized to issue air travel orders screen carefully all requests for air travel, and authorize or direct it only when the urgency of the mission clearly requires it.

Temporary Duty No Longer Merits Campaign Ribbon

Naval personnel engaged *exclusively on temporary or temporary additional duty* on and after 1 July 1945, will not be eligible for an area campaign medal unless the duties performed in the area are considered by the area commander to have materially contributed to the progress of the campaign.

Under this policy, outlined in Alnav 129-45 (NDB, 15 June, 45-629), applications for approval of area campaign medals and wearing of ribbons for temporary or temporary additional duty which are addressed to the Chief of Naval Personnel or the Commandant, Marine Corps, for service after 1 July 1945, must show the proper qualification by endorsement on orders or by accompanying statement before favorable action can be taken.

Area commanders are authorized to delegate the authority to make such endorsement or statement to officers who have been delegated authority to award medals.

Alnav No. 129 also directs attention to SecNav ltr. to all commandants and all bureaus and offices, Navy Department, dated 6 March 1943, which required that in cases where the permanent duty station is within the continental United States, officers who by reason of orders to temporary additional duty consider themselves eligible for one or more of the three area campaign medals will, prior to wearing such ribbon or ribbons, obtain approval from Chief of Naval Personnel or Commandant, Marine Corps.

Personnel now wearing such ribbons believed justified by *temporary duty* but for which written approval has not been obtained from the Chief of Naval Personnel will discontinue wearing such ribbons until the approval is obtained. Applications for approval should be accompanied by copies of orders and endorsements and a substantiating statement of dates of entry into and departure from the area concerned.

In cases based solely upon participation in combat a full statement of the basis of the applicant's grounds for eligibility must be included. In cases of temporary duty after 1 July 1945, the endorsement or statement previously referred to must be included.

The Alnav does not apply to personnel who are entitled to area campaign ribbons for having spent the required period of time within the area on permanent duty.

Dates of Jewish Holy Days Announced to the Service

Announcement has been made to the service in BuPers Circ. Ltr. 148-45 (NDB, 31 May, 45-572) of the calendar dates of the Jewish High Holy Days. New Year (Rosh Hashanah) begins at sundown on 7 Sept. 1945 and continues until sundown on 9 September, and the Day of Atonement (Yom Kippur) begins at sundown on 16 September and continues until sundown on 17 September.

Off-Duty Jobs Require Prior BuPers Approval

Because of the necessity of utilizing Navy manpower to the fullest extent, BuPers has reiterated its policy of not permitting servicemen and women to engage in non-naval activities or private enterprises when off duty without first having obtained BuPers approval.

As stated in a letter dated 26 April 1945 from the Chief of Naval Personnel to commandants of all naval districts and river commands and chiefs of air training commands, personnel are expected to devote their full attention to naval duties, which it is felt cannot be performed efficiently if they engage in civilian employment when off duty.

It has, however, been the policy of BuPers to permit personnel to accept civilian employment in times of public emergency, providing their employment in no way interferes with their naval duties or with the regular hiring of local civilians, and when the public emergency is of such a nature as to require immediate remedying, and where their employment will be at no cost to the Government.

Except for cases which are considered especially meritorious or which are connected with the prosecution of the war, requests for permission to accept civilian employment should not be forwarded to BuPers.

ALL THUMBS

THE OL' SALT

FANTAIL FORUM

QUESTION: What is the most helpful thing you have learned from your Navy training and experiences?

F. J. ATTARDO, AM2c, Waltham, Mass.: "I've gotten to understand people much more. In the Navy, you get to meet so many different fellows from so many different parts of the country with so many different viewpoints. Meeting these fellows and learning how to get along with all of them has been the most valuable thing that I've picked up in the Navy. The experience will be invaluable for me back in civilian life."

BARTON T. CHENEY, AM1c, Melrose, Mass.: "The most important thing the Navy has taught me has been attention to detail. When I was learning welding, I would think I had done a pretty good job, but the chief would pick it to pieces. What I didn't call him—to myself, of course—when he'd make me go back and work on it some more! I could've murdered him! But he was right. The job was only passable—it wasn't perfect. And I finally learned to be just as careful about details as he was."

JOSEPH A. DE PAOLA, Y1c, Elizabeth, N. J.: "I've learned to shift for myself. I can really take care of old Joe De Paola now—look at me! I've learned to wash and to iron and to sew! But, seriously, the most important thing I've learned from the Navy is to think of the other guy. After you're in the Navy awhile you learn to stop before you do something and ask yourself: 'How is this gonna affect my shipmates?' And if it will hurt 'em, then you don't do it."

NEAL A. FINCH, EM3c, Tampa, Fla.: "The best thing I think the Navy teaches its men is personal neatness. You really learn the value of taking care of yourself and of your clothes and other belongings. I remember when I first came into the Navy how many of the fellows looked sloppy and just threw their stuff around. But they learned how to take care of themselves and life became much better for everybody."

HAROLD O. DANIELS, FC2c, Humble, Tex.: "I've learned how to face my own troubles and to fight my own battles. The Navy sure teaches you how to stand on your own two feet. Shucks, I guess that I've kidded the Navy as much as the other fellow and I suppose I've done my share of complaining about this and that from time to time, but when you come right down to it, bud, you've got to admit it's a fair outfit and sure makes a man out of you."

FRANK F. OSET, S1c, Chicago, Ill.: "The Navy's taught me that I want to be an optometrist. No, I haven't been doing optometry in the Navy. It's this way: Before the war, I didn't know whether to be an optometrist or an engineer. When I entered the Navy, they put me in fire control. It's a lot like engineering in many respects. Well, I don't like fire control, so I figure I won't like engineering. And that's why I say the Navy's taught me that I ought to be an optometrist."

ALBERT C. MATTERA, S1c, Washington, D. C.: "Swimming. That's easily the most important thing that I've learned from the Navy. When I came into the service, I couldn't swim a stroke, but I can do pretty good now. The Navy's swimming instruction program is not only just about the most sensible thing about recruit training, but it also means that I'll be able to enjoy my leisure hours more after the war."

RICHARD J. PALMER, TM2c, Haverhill, Mass.: "What's the Navy taught me? Boy, it's taught me to appreciate home life. I sure could go for a little of it right now . . . plenty of sleep and plenty of nothing to do — when I want to do it. But, really, the Navy has taught me how to take orders and like it. Well, maybe not like it, but to take 'em anyway. The discipline I've learned will help me get along better with employers."

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it often is limited in its reporting and publication of photographs. It therefore cannot always fully record achievements of units or individuals, and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin; followed by the initials "cum. ed," they refer to the cumulative edition of 31 Dec. 1943, which superseded all semi-monthly issues through that date; by "Jan.-July" or "July-Dec.," to the collated volumes for those six-month periods of 1944, containing all 1944 letters still in effect at the end of each of the two periods.

DISTRIBUTION: By BuPers Circular Letter No. 162-43 (appearing as 43-1362 in the cumulative edition of Navy Department Bulletin) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly.

Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of four copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

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This is JOIN HONORABLE ANCESTOR WEEK

Send them on their way with an

EXTRA WAR BOND

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

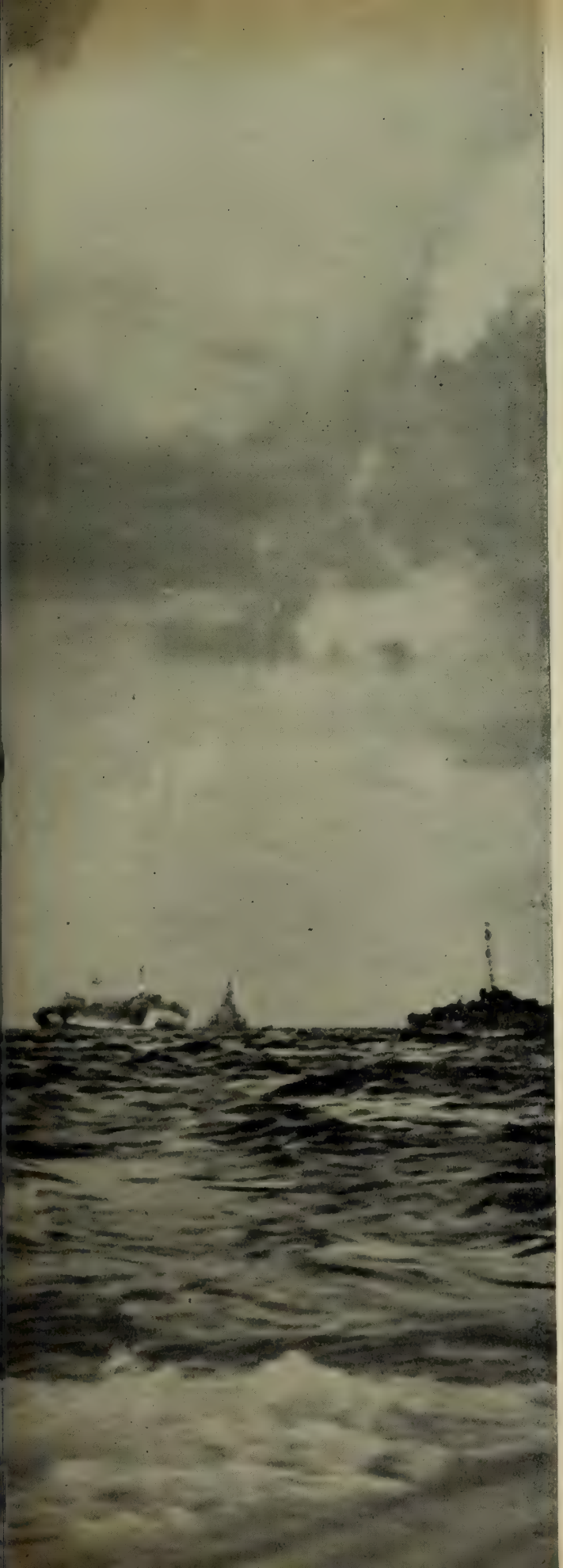
NAVPERS-O

AUGUST 1945

This magazine is intended for 10 readers. All should see it as soon as possible.
PASS THIS COPY ALONG

MESSMATES

CARRIER AT REST



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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

AUGUST 1945 NAVPERS-O NUMBER 341

VICE ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel
REAR ADMIRAL WILLIAM M. FECHTELER, USN
The Assistant Chief of Naval Personnel

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THIS MONTH'S COVERS

• FRONT COVER: A seaman and the Commander-in-Chief chat at the crew's mess table aboard the USS Augusta, which carried President Truman to Europe for the Potsdam Conference. The sailor is Richard Stowell, S1c, of Yonkers, N. Y. See page 47 for story and other photographs (Official U. S. Navy photograph).

• AT LEFT: An aircraft carrier between war missions rides at anchor in a large Pacific harbor. Avengers, with folded wings are spotted forward on the big ships flight deck (Official U. S. Navy photograph).

• PICTURE OF THE MONTH (back inside cover): Rockets' red glare frames the Stars and Stripes in assault on Balikpapan, Borneo. For details of the picture turn to page 69 (Official U. S. Navy photograph).

PASS THIS COPY ALONG

IT IS FOR 10 READERS

Official U. S. Navy photographs

NERVE CENTER of invasion traffic on a French beach was this beach party command post. Note handie-talkie and blinker.

OPERATION BEACHHEAD

Invasion Beach Parties Are Link Between Fleet And Doughfoots in Front Line Foxholes Ashore

Somewhere in the western Pacific there's a beach marked off for invasion. Only the high command—the Kings, the Marshalls, the Nimitzes and the MacArthurs—know where it is and when its sands will rock and quake with the pounding shock of battle. But there are a lot of little guys—the bluejackets of the beach—who today can give a most graphic account of what the fight to secure that beachhead will be like.

To the men with the scrambled eggs and the five stars, as to everyone else, that invasion means men's lives and hopes, and a step toward victory. But in the division of responsibility and tasks, it becomes a complex pattern.

To the high command an invasion is represented by a collection of charts and graphs, of deployment of men and massing of ships, of so many planes and so many tanks. Down through the chain of command the planning becomes more detailed: the battleship gunnery officer figures the coordinates for the first target his 16-inch rifles must smash; the destroyer skipper ponders over charts to determine how close to the enemy he can carry his five-inch guns; the operations officer of an LST flotilla checks his timetable and hopes he can land the tanks in the time allotted.

But the beachmasters and the men of the Navy Beach Battalions wonder whether it will be mortars or planes, mines or bombs, gales or punishing surf that will foul up their job of running the toughest link in the chain of assault that extends from the fleet at sea to the doughfoots in the front line foxholes.

From their own experiences, from Morocco to Normandy, the Solomons to Okinawa, these traffic cops of invasion can tell you that there is no such thing as a perfect beach operation, that something always goes wrong. At Fedala in Africa it was the gigantic pounding surf which crumpled landing craft into tangles of twisted metal. At Salerno it was the German tanks and artillery sitting and waiting to drive the attackers off the beaches with blisteringly accurate gunfire. At Normandy it was the coldly calculating mortar barrage which turned the sands

into a bloody shambles for 24 horrible hours. At Tarawa it was the point-blank guns of pill-boxed Japs which at first made even a landing impossible. At Leyte it was the intense air attack, a torrent of bombs and murderous strafing. At Iwo it was the black shifting volcanic ash and again the horror of mortars. At Okinawa it was the uncharted broad rock reef which stranded the landing craft hundreds of yards offshore.

But those landings— and scores more—were made and beachheads established in many instances because Beach Battalions have never accepted temporary set-backs as indices of defeat and because, in the words of one Battalion CO, "It takes just a little training and a lot of guts and imagination to run a beach."

Beach Battalions are definitely products of this war. After Dunkirk and Crete and Corregidor, when it was first determined that territory lost to the Axis could be regained only by storming the coasts of Europe and the beaches of the Pacific's myriad islands, concepts of modern warfare underwent drastic changes. Far-seeing planners figured they could put assault troops ashore with the aid of huge fleets of support ships and an umbrella of planes. Landed in sufficient force, the infantry could fight its way inland but to stay there it had to be supplied with food, weapons, ammunition, artillery and tank support. Someone had to control the flow of material across the beaches after they had been won.

Shore parties as such are nothing new to the Navy. In naval operations for hundreds of years there often have been emergencies which required the dispatch of groups of men to land, perhaps to put down a small revolt, to help fight fires or to give aid in time of civilian disaster. Men needed for such duty were picked on the spot from members of the ship's company and were called a "shore party," their senior officer a "beachmaster."

BEACH SIGNAL FLAG is planted on the shore of Tokashiki Island near Okinawa. This is sign to coxswains offshore to give their landing craft the gun.

Today the nomenclature has not changed but the duties are more explicit—and the men are highly trained specialists, superb examples of the Navy's ability to adapt itself to unexpected conditions in a war where adaptability is the key to survival. Early in the present war it was found necessary to use shore parties to carry out special duties, often at the request of the Army and particularly involving work in small boats. To ships' captains the practice was a nuisance; they could not afford to spare the men. Their complaints and recommendations were forwarded to the Navy Department and it was decided that a separate organization, skilled in jobs related to amphibious warfare, should be formed.

Action reports from the world's battlefronts were culled for information on which a training program could be based; talks were held with Army officers training troops for amphibious operations. Out of these discussions, reports and experiences of combat veterans grew a carefully planned scheme of instruction aimed at developing four specilized units, each expert in one phase of beach technique but capable of lending support to the others if need be.

Each man ordered to Beach Battalion duty is immediately assigned to one of these four classifications: Communications, Hydrographic, Boat Repair or Medical, but the Battalion is divided into these four sections only for training purposes. When it goes into action it is broken up into units resembling an army battalion—into companies and platoons. The 450 men in a Battalion are divided into three companies of approximately 138 men each, and each company is split into three platoons of roughly 46 men whose interlocking duties embrace every phase of a Battalion's job. In addition there are eight officers and men in company headquarters and 11 officers and men in battalion headquarters.

Headed by a beachmaster and an assistant, the platoon's four sections number three signalmen and five radiomen in communications; one doctor, two pharmacist's mates and six hospital corpsmen in medical; three boatswain's mates and 16 seamen in hydrographic and eight repair specialists in boat repair. To illustrate their duties in action, let us take a hypothetical assault—one in which the opposition is

BEACHMASTER points out unloading area for troops to Army officer. Coordinating incoming naval and land forces is part of the beach party's job.

slight but still heavy enough to temporarily delay complete attention to assigned tasks.

Some minutes after the first assault wave passes onto and over the beach the three waves of Beach Battalion personnel land, scatter their bulky bags of medical equipment, knock-down radio transmitters and signal lamps over the beach so that not all their gear will be destroyed by one bomb or shell. The beach bluejackets burrow quickly into the sand with entrenching tools, each man digging his own foxhole and keeping on the alert for possible enemy counterattacks.

The wounded get first attention. Infantrymen cut down in the first waves, Battalion personnel or troops wounded in succeeding waves may be lying on the beach and others may be hit if the enemy can still maintain fire on the area. Each medic carries battle dressing, sulfadiazine pills, sulfanilamide powder and morphine syrettes in a personal back-pack. With these they immediately go into action, checking shock and hemorrhage and relieving pain.

Behind a brick wall, a parapet of sand or a thick hedge of trees an emergency casualty station is established by the doctor. It may consist of nothing more than a row of slit trenches big enough to hold a man on a stretcher. If they are needed, all hydrographic and boat repair personnel as well as the medics are pressed into service as stretcher bearers.

Each casualty is given pre-operative treatment and identified with a paper tag which, when certain sections are torn off, indicates the nature of the man's wounds, his condition and preliminary treatment.

Meanwhile the beachmaster and some of his men trained in hydrographic duties are locating the beach, surveying the approaches, charting underwater obstacles and determining the best passages for the armada of landing craft yet to come. They may have to call on the Navy's underwater demolition teams to blow a path through beach obstacles or the Army's Engineers to rip a hole through jetties or retaining walls. They must have properly cleared channels through which they can bring in craft and send them back out to sea for more loads.

Boat repairmen, if released from their stretcher-bearing duties, turn their attention to assault craft only slightly damaged and return them to usefulness, marking others for future removal or demolition.

Focal point of all Battalion operations is the beachmaster's command post, located near the high-tide mark and within easy access of beach exits and a cooperating Army CP. Through these CPs urgent messages for air or surface support may often be relayed to the support force from front-line troops. But mostly the beachmaster is concerned with getting men and equipment ashore on the proper beaches at the proper time.

Beach communications often have decided the turn of a battle, so the battalions are provided with a wide variety of radio and signaling gear. A two-pound "handie talkie" is used for talk between CPs, as may be a supplemental eight-pound, self-contained flashing light and battery case, also used in case of radio failure. These two, plus a two-piece frequency modulated radio set for ocean-to-shore communications, are most important during the early stages of the assault.

Largest piece of equipment is a four-piece radio—on which both voice and code can be transmitted—linking the transports and the beach. Powered by a hand generator it is used for all requests for assistance, information on location of channels through which craft may pass, and beaches on which certain equipment must be landed.

Most communications officers think of another piece of signaling equipment as most important. It's an eight-inch shutter-type searchlight with an eight-mile range and powered by a one-cylinder gasoline generator. Radios may be damaged by enemy fire or salt water or rendered useless by enemy jamming. The lamp steps into the gap caused by these failures.

Supplementing these devices are the arms and flags of the signalmen who can revert, if necessary, to the old reliable semaphone system.

This smoothly coordinated method of operation which takes care of every emergency as it arises did not spring full-blown from some fertile brain. Rather it is the result of long months of trial and error under blood-curdling —and spilling—combat conditions.

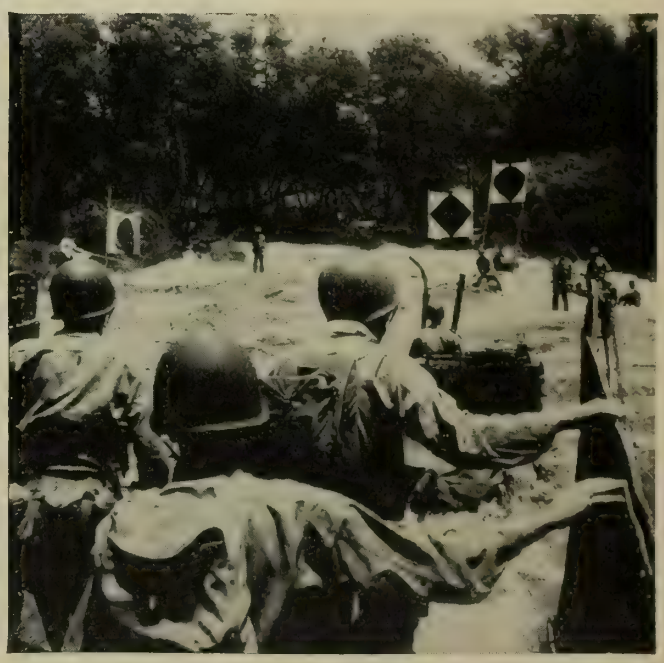
The development of the First Beach Battalion from an untried outfit to the crack group that stormed the beaches of southern France in the most nearly perfect beach operation of the war aptly illustrates the metamorphosis of beach parties.

The men of First Beach suddenly found themselves aboard a large transport one day headed for the invasion of North Africa. Most of them had never been in combat and their equipment was as untested as the men.

On 8 Nov. 1942 they somehow navigated the perilously churning surf off Fedala and landed with the assault troops who quickly captured the town. The swiftly flowing and ebbing 11-foot tide and the crashing combers wrecked boats before they could get to them and often swept away valuable equipment. As soon as the town was taken the men took over a small dock inside the breakwater and turned to work as stevedores, unloading Army equipment.

From such an inauspicious beginning the First returned to the States for more training. Working with the Army at Ft. Pierce, Fla., the men became a better equipped outfit, fought sham battles on the sunswept beaches

AT IWO, Jap mortars, heavy surf and volcanic sands gave beach party boat-repair men plenty to worry about.



Official U. S. Coast Guard photographs

SIGNPOSTS set up on shore by beach party guide landing craft to pre-designated spot to put troops ashore.

Official U. S. Navy photograph

HIT THE DIRT! Members of beach party dive for foxhole in sands of Normandy as Nazi plane strafes the beach.

Official U. S. Coast Guard photograph

FIRST AID is given soldiers by beach party men at Lingayen Gulf in the invasion of Luzon. It was a rugged show.

and quickly developed into a seasoned crew. Before shoving off for their next assignment they were commissioned as an official unit, complete with CO, HQ group, etc.

Surf again hampered their operations when they landed near Scoglitti in Sicily. Although their equipment had been improved they still lacked enough to remove broached and damaged craft and salvage work became almost impossible.

After more training, this time in Africa, and scrounging more equipment, the First set forth for its toughest assignment to date—the rugged battle of Salerno. Tough as it was the men still refer to it as a "smooth job." Somewhere along the line they had accumulated rolling stock—bulldozers, DUKWs and jeeps. Although they were chased off the beach three times on the first day by rampaging Jerry tanks and gunfire and although a checkerboard pattern of mines on the beach made every step one of potential death, they worked as a Beach Battalion should.

As vicious as was Salerno, Anzio was worse. For 77 days they lived in foxholes under constant bombing and with the dreaded 88s pouring point-blank fire on their positions; for 77 days they battled the weather which permitted landing operations only 50% of the time; for 77 days they struggled to supply the Army, which was so valiantly trying to break out of the beachhead and link up with the 5th.

The Italian campaign gave the First the experience and battle-conditioning it needed. When the time came for the final amphibious operation that was to spell the doom of the European Axis, they were ready for anything. The southern France operation was as smooth as any landing possibly could be. Principal resistance came from underwater mine-tipped tetrahedrons in the shallows but the First suffered few casualties and, on the first day, converted the beach into a model of efficiency.

The miracles performed by the battalions of the European-African theater have been duplicated, although on a somewhat smaller scale, in the Pacific island warfare. Their transition from haphazard outfits to superbly functional links in the amphibious capture of island bases has been achieved in much the same manner, by trial and error and by experience that can be gained only in battle.

Up to the Leyte campaign the original Pacific landings were on a much smaller scale—usually in divisional strength—than the Atlantic or Med assaults. For that reason the beach bluejackets worked with a much looser organization, not as a battalion but as a platoon, each one attached to an APA and headed by an officer known as the platoon beachmaster. Over-all command of the beach units was delegated to the "Transdiv beachmaster" assigned to each transport division.

Pacific beach parties employed only the equipment they could pack on their backs; they had no DUKWs, no trucks or bulldozers or jeeps but they did have their own small boats for hydrographic work. In the assault phase the platoon beachmaster generally landed in the third wave, taking with him his communications group and a few medics. More medics landed in the fourth wave but hydrographic and boat repair men remained offshore near the traffic control vessel until ordered in by the beachmaster.

Unlike the battalions operating in Europe where they remained on shore until a favorable port was captured and able to receive supplies, the Pacific platoons stuck to their beaches only as long as their transports remained off the beachhead. Because they were permanently attached to the APAs they had to move along when the ships did. To compensate for this method the Navy organized garrison battalions which moved in when the assault platoons departed and handled the buildup of supply, later becoming a part of the permanent island garrison.

As the records show, the single-platoon plan worked efficiently, even in such operations as Iwo where all beach units were driven off the northern sands, and Tarawa where, on one beach, the landing was delayed a whole day by enemy opposition. But when it came time for the big operations — Leyte, Lingayen, Okinawa — where more men were to land than in any other Pacific invasion, the Navy decided to employ the tried and proved methods of the Mediterranean.

Lingayen Gulf was a rugged show. Jap mortar fire drove the sailors off one beach. Another was long and sloping and impractical for landing. Storms ripped at most of the beaches and added to the natural hazards and those conceived by the Japs.

Okinawa was a dream in most respects because the enemy just didn't seem to give a damn whether a squad of marines or a million-man army debarked. On one beach a wide rock reef held up unloading at low tide and landing craft were unable to cross it and reach the sand some distance away. The beach cops' ingenuity finally solved the problem: they landed the tanks and trucks on the reef, drove them across and ferried them the rest of the way in smaller craft. The marines and GIs will tell you it worked well: most spur-of-the-moment beach party ideas do.

The Beach Battalions have their biggest job ahead of them. It may be Kyushu or Honshu or Formosa or the China coast but the men, the guns, the tanks and ammo will get ashore and stay there because of their know-how, can-do and have-done.

BUILDING FOR PEACE

Fifty Nations Sign San Francisco Agreement Creating Framework for a World Organization

By Lt. John A. Thomas, USNR

"WHAT a great day this can be in history!"

The speaker was President Truman. The date: 26 June 1945. Men and women of 50 nations* had just signed the agreement which it was hoped would give the world a new start on the way to lasting peace—the Charter of the United Nations.

Nine weeks of conference and debate and discussion had gone into it at San Francisco. But actually the work went back long before that—to Yalta and the "Big 3," to Dumbarton Oaks, back even to the first World War and the League of Nations that followed it.

The League hadn't stopped war. Would the United Nations? Servicemen who had fought this war, and

whose children might have to fight the next one, had a big stake in the answer.

The need for some solution was obvious. Even as the San Francisco Conference met, in April, the war in Europe had lasted for more than five years; the war in the Pacific for more than three; the war in China for almost eight.

Casualties of more than a million men—dead, wounded, captured and missing—had been suffered by the United States alone. The total military casualties of the nations which had fought the European war were estimated at some 14 millions dead, 45 millions wounded or captured. Civilian dead and maimed and missing reached additional millions.

To "get rid of this senseless business of war once and for all," said former Secretary of State Stettinius, nations had to unite. "Bitter experience has shown that a breach of the peace anywhere in the world may sooner or later threaten the security of all nations."

The name for the international organization to put an end to this was suggested by the late President Roosevelt—The United Nations.

Its purposes are five. It will seek:

- to prevent future wars.
- to settle international disputes by peaceful and just means.
- to promote world-wide progress and better standards of living.
- to promote human rights and fundamental freedoms for all men and women, regardless of race, language or religion.
- to remove the economic and social causes of war.

Its members are pledged to settle their disputes peacefully, to back up the organization in any action it takes under the Charter, and to refrain from aiding any state against which the United Nations are taking preventive or enforcement action.

To carry out these aims, the United Nations set up an international organization which, on a world-wide scale, had certain features familiar to any American small town: a policeman, a town meeting, a social worker and a judge.

POLICEMAN of the organization is the Security Council, which has the main responsibility for keeping the peace. It is both an enforcement agency and an agency to help nations settle their disputes peacefully. If peaceful methods fail, the Council may invoke diplomatic and economic sanctions, and the use of force, by land, sea and air. The Council is made up of five permanent members—the U. S., Great Britain, the Soviet Union, China and France—plus six other members elected by the General Assembly. A majority of the Council (seven members, including *all* the Big 5), is sufficient to take action. Any one of the Big 5 can veto the use of force.

TOWN MEETING is the General Assembly—a forum for discussion and recommendation, where every member nation, large or small, has a vote. It can discuss and make recommendations to the Security Council; call the Council's attention to matters likely to endanger the peace; recommend measures for peaceful settlement of situations likely to impair the general welfare. It has been called "the town meeting of the world," and "the keeper of the world's conscience." In any case, it will be the voice of those referred to in the opening words of the Charter: "We the peoples of the United Nations. . . ."

SOCIAL WORKER of the organization is the Economic and Social Council, based on a new approach to war—the idea that the security of the world depends largely on the security of the individuals in it. It is the Council's job to help remove the economic and social causes of war. "Unless people have a chance to live decently, you can't expect them to behave decently," said Assistant Secretary of State Archibald MacLeish. "No provisions," said Mr. Stettinius, "can make the world secure from war if men and women have no security in their homes and in their jobs." To this end, the Economic and Social Council is charged with promoting higher standards of living, full employment, economic and social progress, solutions of international economic, social and health problems, cultural and educational cooperation, and universal respect for human rights and fundamental freedoms.

JUDGE of the organization is the International Court of Justice, to which may be referred any disputes which can be settled "in conformity with the principles of justice and international law." Its decisions are binding, and any member failing to comply faces "appropriate action" by the Security Council. The International Court is also to play a part in developing and strengthening international law.

In addition to these four main features, the United Nations has also a guardian and a clerk:

- The *Trusteeship Council* is to promote the well-being of the inhabitants of all dependent territories over which the United Nations has responsibility—territories taken from the enemy in this war; others that were League of Nations mandates; and any others that may be put under this international trusteeship system by the nations that now administer them. The United Nations are pledged to insure the political, economic, social and educational advancement of such peoples, and to assist them in the progressive development of their free political institutions, and in developing self-government. This includes the right to independence for those peoples who aspire to it and are able to exercise its responsibilities.
- The *Secretariat* is the clerk of the organization, the general civil service of the United Nations. A permanent administrative group of international civil servants, it is responsible only to the United Nations and not to any government.

How will the United Nations work to prevent war? If a situation seems danger the peace and security of the world, it is tackled by the Security Council, which is always in session, or upon recommendation to the Council by the General Assembly. If the situa-

* Argentina, Australia, Belgium, Bolivia, Brazil, Byelorussian Soviet Socialist Republic, Canada, Chile, China, Colombia, Costa Rica, Cuba, Czechoslovakia, Denmark, Dominican Republic, Ecuador, Egypt, El Salvador, Ethiopia, France, Greece, Guatemala, Haiti, Honduras, India, Iran, Iraq, Lebanon, Liberia, Luxembourg, Mexico, Netherlands, New Zealand, Nicaragua, Norway, Panama, Paraguay, Peru, Philippine Commonwealth, Saudi Arabia, Syria, Turkey, Ukrainian Soviet Socialist Republic, Union of South Africa, Union of Soviet Socialist Republics, United Kingdom, United States of America, Uruguay, Venezuela and Yugoslavia.

tion can be ironed out by the use of regional agencies (such as, in the Western Hemisphere, the American republics), that is done. If there is a legal basis, it can be settled by the International Court of Justice. If there is room for discussion, the parties may submit to arbitration, conciliation or mediation. If these fail, the Security Council may use diplomatic or economic sanctions, or force of arms. The Council is ready to use force quickly if needed, for it is continuously in session, is in constant touch with the Big 5's joint chiefs of staff, and can strike swiftly with air-force contingents followed by such other armed forces as may be necessary. All member nations pledge themselves to keep such armed contingents available at the call of the organization.

The vote and the veto. These provisions of the Charter aroused most discussion. Why the greater power for the permanent members—the Big 5? Why let any one of them have a veto over the use of armed force—even against itself?

The reasoning recognized a simple fact: these five nations—the U. S., Great Britain, the Soviet Union, China and France—possess among them most of the industrial and military resources of the world. They have to bear the primary responsibility for maintaining the peace.

To the question—what if one of the Big 5 vetoes enforcement action against itself?—the answer is: if one of these nations ever embarks upon a course of aggression, a major war will

result, no matter what the voting provisions are. They must work together in peace—as they have proved their ability to do in war—or no Charter can succeed, and no world organization.

Agreement and disagreement. Proof that the nations could get together came at San Francisco where, despite differences, the area of agreement was always vastly wider than the area of disagreement. Attention naturally was directed to differences between the powers, because little time was needed on matters on which all were already in agreement. Between Dumbarton Oaks and San Francisco, the Big 5 had posals; others were worked out over agreed on 20 amendments to the pro- the nine weeks in San Francisco.

The League of Nations failed; why should the United Nations succeed? Its advocates point out four differences:

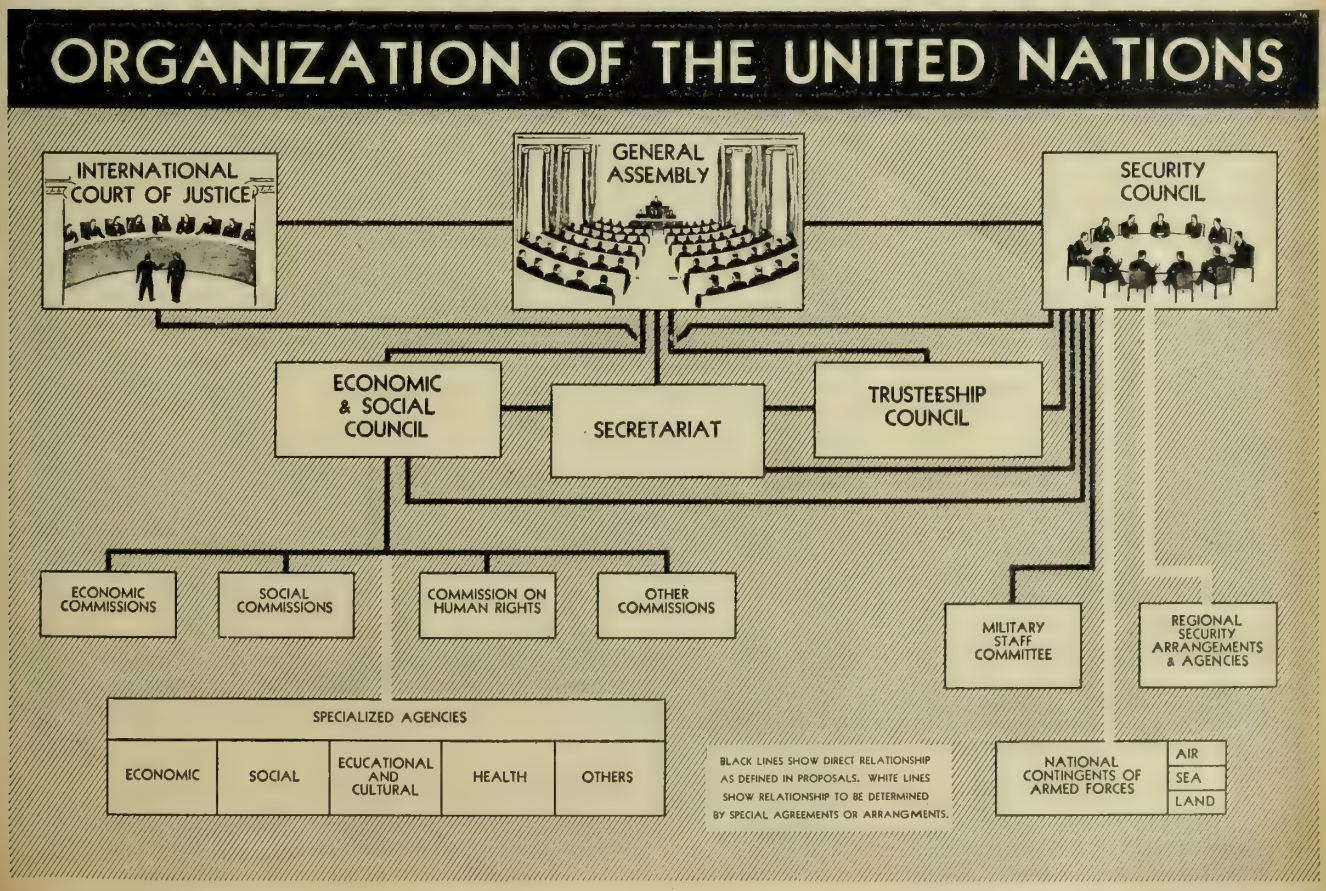
- The U. S. was never in the League.
- The League, while a bold and hopeful plan, was never fully used. The United Nations, all agreed, must be given a chance to work.
- The League lacked teeth to prevent war quickly and with overwhelming force. The United Nations has the machinery to stop an international bandit; to stop him in time; to stop him with fleets of battleships and bombers.
- Hunger, poverty and unemployment can lead to wars. Unlike the League, the United Nations will be concerned with getting steady jobs, decent homes, more food and a better life for more people.

When all the Big 5 and a majority of the other United Nations have ratified the Charter, the new world organization will become official. In the U. S., this means ratification by the Senate.

President Truman flew out to San Francisco to address the closing of the Conference, told the delegates: "You have created a great instrument for world peace. The world must now use it!"

Flying back to Washington a few days later, he presented the Charter to the Senate, in a brief and simple address stated: "The choice before the Senate is now clear. . . . This Charter points down the only road to enduring peace. There is no other. Let us not hesitate to join hands with the peace-loving peoples of the earth and start down that road. . . ."

The Senate's Foreign Relations Committee rang up a 21-1 vote of approval, and ratification by the Senate itself was looked for at an early date this summer. From there on the road was open—and the peoples of the world, and the servicemen who fought the war, pinned their faith and their hopes on safe driving by all hands.



—Chart and sketches from State Department

OUR GROWING MERCY FLEET

Hospital Ships, First Used by Navy in Civil War, Now Save 98% of the Casualties Taken Aboard Them

By Dick McCann, Sp(X)1c

The bluejacket sat up in bed and grinned into the hand mirror. He was studying a new artificial eye just inserted by Navy doctors aboard the U. S. Navy hospital ship, USS *Refuge*.

The bluejacket winked . . . blinked . . . winked again, this time at the nurse, as if he were getting into practice for shore leave. And then, with a twinkle in his good eye, he said:

"Say, nurse, do you suppose they could give me an *extra* eye—one that's sort of bloodshot so it can match my real one just in case I'm out celebrating sometime?"

He spoke in a kidding vein, but there is no certainty that, deep down, he wasn't in dead earnest. Wounded men have come to expect wonders aboard Navy hospital ships. The huge, modern floating hospitals of the Navy's mercy fleet bring the finest medical care known to man across thousands of miles of perilous waters to within sight and sound of bloody invasion beaches. They have helped make the Medical Department's slogan: "To keep as many men at as many guns as many days as possible," not just a catchword but an actual accomplishment.

As a matter of record, more than 98% of all casualties brought aboard our hospital ships are saved.

Results like this have accentuated the value of hospital ships for duty with the far-flung forces of our fleet. So, with the commissioning of six new ships during April, May and June of this year, our mercy fleet is being swelled to a total of 15 hospital ships, including three manned by Navy crews but staffed by Army medical and surgical men. The six new ships are the USS *Tranquility*, the USS *Haven*, the USS *Benevolence*, the USS *Repose*, the USS *Consolation* and the USS *Sanctuary*. They are known as the "Haven class"—first time in history the Navy has had a class of hospital ships. They are designed to be of maximum service in forward assault areas and will function not only as floating hospitals but also as medical supply ships servicing advance base hospitals and warships.

Faster and larger than any other hospital ships, these vessels have many new features to help comfort and heal the men brought aboard, including:

- Complete air-conditioning throughout both hospital and crew's quarters.
- Operating rooms located near the metacenter—the roll and pitch center of the ship where movement is at a minimum.
- Increased numbers of ladders and hoists to speed the handling of patients and stores.
- Optical repair room as well as a base optical repair unit.
- Enlarged storerooms totaling 85,000 cubic feet.
- Increased recreational facilities. For the first time, two Red Cross workers will be aboard with Red Cross supplies to assist in recreational work.

This growing mercy fleet is a far cry from the dim days when wounded sailors were lifted from bloodied decks and tossed to the sharks—a time no more distant than the 18th century.

In the words of Vice Admiral Ross T. McIntire, (MC) USN, Chief of the Bureau of Medicine and Surgery:

"This cruelty was not prompted entirely by unconcern on the part of the officers, but by expediency—there was nothing else to do with a sailor in 1750 who became seriously ill in the mid-Atlantic or who, far from shore, was wounded in battle . . . Adequate care of the health of naval forces was an idea that developed slowly through the centuries. Now we know that the best medical attention we can give our men is not only humanitarian but it is practical, good sense. It prevents the spread of disease, restores men to the service who would otherwise be lost and it also maintains morale."

Various navies experimented, from time to time, with fleet hospital ships as long ago as the days of Athens' naval glory. Reference has been found in ancient history of the Athenian fleet having a hospital ship called *Therapeia* in 431 BC, and the Romans were supposed to have had one which they called *Aesculapius*. The Spanish Armada of 1588 is believed to have had some hospital ships of a sort because historians of the time mention physicians and surgeons accompanying the expeditionary force in its abortive attempt to invade England. The British Navy made its first known experiment along these lines when it

Official U. S. Coast Guard photograph

IN RENDEZVOUS at sea, wounded are transferred to hospital ship from transport. Hospital ships usually approach beachheads only in daylight hours.

OPERATION is performed aboard hospital ship USS Solace to remove shrapnel from soldier wounded on Okinawa.

Official U. S. Navy photographs

WOUNDED MAN in Stokes stretcher is taken aboard Solace through port in hull from assault craft lying alongside.

sent a hospital ship with Admiral Penn's fleet on a West Indian cruise in 1654. A short while later the French recommended that 100-bed hospital ships be assigned to the fleet—one to every 10 ships of the line.

But hospital ships did not take their fully recognized place until 1854 when England used them in the Crimean War. British hospital ships brought 100,000 wounded back from the Black Sea conflict inside 22 months.

Our First Hospital Ships

First provision to include hospital ships in the U. S. Navy was made back in 1818, but nothing was done about it until the Civil War. A river steamer which the Confederates had been using as a gunboat was captured on the Mississippi by the Union Navy, which converted it into a hospital ship and commissioned it on 26 Dec. 1862. Her name was *Red Rover*. According to standards of those days, she must have been something of a floating palace. Her designer wrote to Commodore Foote:

". . . I wish that you could see our hospital boat, the *Red Rover* . . . She is decided to be the most complete thing of her kind that ever floated, and is in every way a decided success . . . The ice box . . . holds 300 tons . . . She has bathrooms, laundry, elevator for the sick . . . operating rooms, nine different water closets, gauze blinds at the windows . . . two separate kitchens for sick and well, a regular corps of nurses and two water closets for every deck."

At about the same time, the USS *Idaho* was converted into a hospital ship and assigned to the Asiataic Station. For two years she was anchored in, of all places, Nagasaki harbor, Japan.

During World War I, the Navy operated three hospital ships called the *Mercy, Comfort* and *Solace*. At that time, there was an old saying in the fleet: "No mercy on the *Comfort*, no comfort on the *Mercy*, and no Solace on either." But, actually, they performed meritoriously and placed further emphasis on the growing importance of hospital ships. So much so, that, in 1917, the USS *Relief*, first ship ever built from the keel up for military hospital purposes, was designed and laid down. She was launched in 1919. She was the first to carry a complete field hospital unit for landing with an expeditionary force or setting up to aid in relief work in a civil disaster.

The Seal in Sick Bay

When Managua, Nicaragua, was leveled by an earthquake in 1931, the *Relief* was in Panama. The field hospital was taken off her, loaded onto planes and flown to Managua where it proved invaluable in rescuing victims. Again, in 1933, when Long Beach, Calif., had its severe tremor, the field hospital was set up on shore and played an important part in the relief work.

"Her reputation for skillful service is so great," Rear Admiral Lucius W. Johnson, (MC) USN, once reported, "that one day a wounded seal flopped up on the gangway. She was taken aboard and her lacerations carefully sutured. I am informed that she returned daily at 0845 for dressing until the wounds were healed. . . "

It was 20 years from the time the *Relief* was commissioned until the Navy got another hospital ship—the USS *Solace*, a heroine of Pearl Harbor and the South Pacific. She had been the old coastwise passenger liner, *Iroquois*. In the years that had passed between the time of the *Relief's* commissioning and the *Solace's* conversion, BuShips and BuMed had learned much about necessary improvements and additions to be made. As a result, the *Solace* featured many changes, including putting most wards above decks.

She was commissioned on 9 Aug. 1941 and sailed almost immediately for Pearl Harbor. And that's where she was when the Japs struck on 7 December. Miraculously, she escaped damage and was able to do incredibly valiant and valuable rescue work that dark day. Since then, this game old girl of the Pacific has ministered to our wounded at many watery battlegrounds. She was in the Coral Sea when the great naval-air battle was fought and won there, and she stood off Guadalcanal's embattled beaches during the first U. S. offensive action of the Pacific War on that strategic island.

Saved 7,484 Out of 7,500

With justifiable pride, her senior medical officer, Capt. Melville J. Aston, (MC) USN, reported:

"During the eight months' period of greatest activity, the *Solace*, steamed over 50,000 miles and carried out 20 major evacuation missions. Of 10,000 patients received on board since the attack on Pearl Harbor, approximately 7,500 were war casualties. The number of deaths in this group was 16; 13 were surgical, 3 medical."

Personnel of the *Solace* and other hospital ships are called upon to do many jobs apart from their medical work, such as providing ice cream and other delicacies for battle-weary crews of small combat vessels. Lt. (jg) Hilda W. Combes, (NC) USN, writing of her first year on the *Solace*, says:

"Hardly would a destroyer arrive in the same port, than some of its crew would appear with a bucket for our special strawberry or maple-walnut ice cream."

And the bakery of a U. S. Navy hospital ship provided manna from heaven for the starving civilians of bomb-blasted Italian ports after Mussolini's fall. The bakers worked overtime turning out loaves and loaves.

When the U. S. entered the war, the

USS TRANQUILLITY is the first of new Haven class hospital ships, converted from Maritime Commission C-4 hulls.

Official U. S. Navy photographs

LABORATORY is a busy place on a hospital ship. Its equipment is complete, comparable to best shore labs.

Solace and the *Relief* were our only hospital ships with the fleet. However, not long after the attack on Pearl Harbor, the Navy commissioned three new ones—the USS *Bountiful*, USS *Samaritan* and USS *Refuge*. A sixth, the USS *Rescue*, joined the fleet early this year after being converted from an auxiliary vessel.

The *Samaritan* was at Iwo Jima where she was visited by Secretary of the Navy James Forrestal. Upon his return to the States, Secretary Forrestal told a press conference:

"On D-plus-1-day, I went aboard the *Samaritan* where Navy surgeons and the corpsmen were already dealing with the casualties from the day and night before."

From Iwo to Hawaii

Assisting the *Samaritan* and other hospital ships at Iwo, the Secretary said, were "a number of our transports."

"This was important," he added, "because of the fact that it facilitated speedier handling of the wounded from shore. That is to say, by having more than one ship available the small boats evacuating casualties from the island had various alternative ships that they could go to. By the time I had reached Hawaii a substantial number of the wounded had already reached the Naval Hospital at Aiea at Pearl Harbor. These were mostly cases of fractures, all of which had been set on the hospital ships at Iwo with the casts molded and full details of the injury and treatment on the outside of each cast. These patients were then, I believe, flown to Hawaii. It is a truly remarkable step forward in the handling of wounded."

While LSTs were pressed into emergency use for transporting casualties in the European operations, it was at Iwo that LST(H)s made their debut—landing ship, tank, hospital. This, in the words of a Navy doctor, "was in reality a floating emergency ward." Said this doctor:

"The LSTs lay close inshore, and acted as 'screens' for the casualties brought from the beach. As boatloads of casualties came alongside, Navy doctors and pharmacist's mates classified the cases aboard, tagging each with a priority on medical attention. Serious cases were swung aboard the LSTs by a crane lowered through a hatch to the tank deck, where they were prepared for the operating room. The operating rooms were located in the former 'troop quarters' on the port side. Operating teams were using three tables and an assembly line technique to keep patients moving. Post-operative cases were cared for forward in the tank deck, until transported to hospital ships lying in the transport area."

In some cases, the ambulances from shore evacuation stations can ride directly into the tank deck, through the bow doors. Stretchers bearing the wounded can be immediately removed and rested on litter brackets which are secured to the bulkheads the full length of the tank deck.

New Hospital Ships

Of course, these LST(H) "emergency wards" cannot compare in comfort and completeness with the six new hospital ships. These latter ships originally were built as U. S. Maritime Commission C-4 hulls by the Sun Shipbuilding and Dry Dock Co. of Chester, Pa. They are full conversions.

They have a displacement of 15,000 tons. Their speed is 17½ knots with cruising radius of about 12,000 miles.

Hospital beds are provided for 802 patients—742 enlisted men and 60 officers. In an emergency, of course, the capacity can be increased by several hundred. In contrast, the older hospital ships accommodate from 450 to 760 patients each.

For ship's company, there are accommodations for 58 officers, 30 nurses and two female Red Cross workers, 24 chief petty officers, 230 crewmen and 238 hospital corpsmen. The "nurses' country" is self-contained, with separate mess. For the corpsmen, 181 berths are on the second deck and 57 on the main deck for night detail.

The hospital consists of two main operating rooms, fracture operating rooms, plaster room, apparatus room, anesthesia room, clinical laboratory, dispensary, dental clinic, dental prosthetic laboratory, radiographic room, endoscopic room, eye-ear-nose-throat clinic and eye-ear-nose-throat operating room.

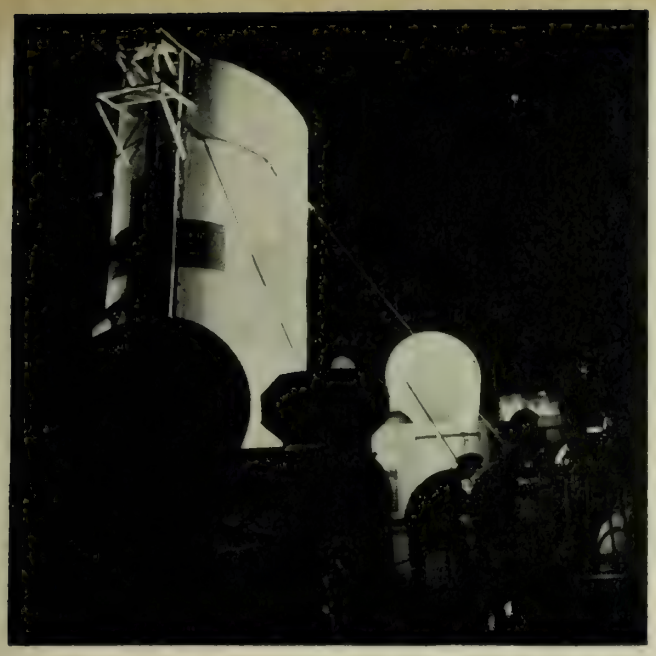
All medical rooms and wards are arranged so that there is access between them without going into the weather.

The typical ward consists of two tiers of berths, which may also be used as single berths. Wider than usual ship berths, ward berths are detachable so that a patient may be handled if necessary without taking him from his berth. For further convenience of movement, the berths are accessible from both sides.

At each berth, there is a portable comfort or utility light, which not only is available to the patient for reading but also may be used by doctors, nurses and corpsmen for examining a throat, applying a dressing, etc.

Rapid Handling of Wounded

Everything possible has been provided in these ships for the rapid handling of wounded from shore to ship, from boat to ship and from ship to shore. There are four elevators: two passenger, of the self-leveling type, each with a 3,000-pound capacity, and two freight. Patients on litters may be taken aboard by single, double or multiple litter hoists from small craft by using hoisting gear at 10 stations—five on each side of the ship. Provision is made for double-



Official U. S. Navy photograph

NIGHT AND DAY hospital ships are clearly marked in accordance with Geneva Convention so enemy won't attack.

Official U. S. Marine Corps photograph

JAP SUICIDE plane hit the USS Comfort off Okinawa despite her Red Cross markings, killed 29 and wounded 33.

type Welin davits on each side forward so that power boats may be unloaded at the rail or on deck.

The food-service plan has been adapted from successful hospital commissaries. Bed patients' food comes up from the galley to the main deck by food elevator and is distributed to ward diet pantries for service on individual trays. Vacuum food containers for solid and liquid foods are provided, with ingenious hand trucks for transporting them. The diet pantries are equipped with electrically heated tables and heated cabinets. Ambulatory patients will be served in the mess hall. Special diets will be prepared in a special diet kitchen under supervision of a nurse dietician. A "sharp freeze" compartment of 1,000 cubic feet has been included in the refrigerator compartment for quick-frozen foods. Two milk emulsifiers—"mechanical cows"—each with 40-gallon-an-hour capacity have been installed. Ice cream capacity and storage have been increased to a point adequate for frequent serving.

Recreational facilities are greater than ever. Each bed or berth in the wards has ear phones or pillow phones hooked into a five-channel entertainment broadcast system which will provide long-wave and short-wave radio programs, picked up by a master receiving set, and phonographic music. The wide, open bridge deck will be available for movies, shows, deck sports and sun bathing. The main deck lobbies, fore and aft, are fitted with chairs and tables to serve as lounges. A patients' library is provided on the main deck off the lobby. Two Navy chaplains and two Red Cross workers are aboard.

"Immune to Attack"—?

Supposedly, hospital ships are immune from attack. They are always painted white with a wide green band painted around the hull and large Red Crosses marking them for easy identification. At night, they are fully lighted. All this was decided upon at the Hague Convention of 1907 when the immunity of hospital ships was agreed to by representatives of many nations. However, in both World War I and World War II, hospital ships have been hit.

In addition to the hospital fleet, the Navy has three ships, the USS *Pinkney*, USS *Rixey*, and USS *Tryon*, which are classed as hospital transports. Actually combat ships, they are fitted to evacuate wounded from battle zones to rear echelon hospitals. They are armed, painted with war paint and have no immunity from attack but like the hospital ships they play a vital role saving American lives.

ARMY'S HOSPITAL-SHIP FLEET

The Army, too, has a hospital fleet. By the end of summer it will total 29 vessels, including three manned by Navy crews but staffed with Army medical personnel under Army command. The others are manned by civilian crews of the U. S. merchant marine in the employ of the Army Transportation Corps.

The Army uses hospital ships primarily for evacuation of wounded, although for limited periods they may become emergency hospitals. For instance, during the invasion of southern France 12 of them lay off the coast and served as emergency hospitals until orders sent them, laden with casualties, to hospitals in North Africa and England. Similarly, Army hospital ships stood off the beachheads of Anzio, Salerno and Sicily.

Many of the Army ships are also used in shuttle service. They lie at anchor off an invasion beach taking on casualties and, when loaded, debark for a port of safety where hospital facilities are available on land. After unloading, they head back for the battle scene to go through it all again.

The USAHS *Seminole* has been one of the busiest in this shuttle service. In 10 months' time in the Mediterranean, she transported 10,000 patients from battle beaches to rear-echelon hospitals. She made four trips in five days between Anzio and Naples. On one of these trips it was necessary to sail without a full load because the Germans were shelling the harbor.

"Flagship" of the Army fleet is the USAHS *Acadia*. She participated in or stood by for every invasion in the European theater—North Africa, Sicily, Italy, Normandy and southern France. At North Africa, she was a troop transport; at the others, a hospital ship.

Most of the Army hospital ships right now are transporting wounded men from Europe to the U. S. When that job is done, many of them will be shifted to the Pacific.

Largest and fastest of the Army's hospital fleet is the *Frances Y. Slanger*, the former Italian luxury liner *Saturnia*, only recently taken over for hospital duties. With twice the capacity of the previous largest hospital ship, the *Slanger* has facilities for 1,776 patients including 89 wards, three operating rooms and facilities for recreational activities by ambulatory patients. She also has a chapel, library and reading room.

SMOKE BILLOWS up where a Jap suicide plane hit among bomb-and-gas-loaded planes on the deck of the USS Bunker Hill. Despite two suicide hits, the ship survived to return to action.

Official U. S. Navy photographs

TICONDEROGA steams on, unruffled by Kamikaze's near miss off Luzon. Later, off Formosa, two Japs scored hits.

THEY RETURN TO FIGHT

Our Ships Come Back to Hunt Down Enemy Again Though Some Kamikaze Planes Inflict Wounds

Navy gunners can't always hang up shut-outs . . . and, sometimes, a Jap suicide plane slips through to score. Up to 18 July, a total of 19 U. S. Navy ships had been announced as struck by the honorable-ancestor-here-we-come pilots, and five had been announced as sunk.

In sizing up this toll, also consider (a) the vast number of targets that our huge fleets offer as they conduct history-making amphibious operations and (b) the mounting number of enemy planes that are shot down. And, of course, when a Kamikaze hits the deck, he's done for, but in most cases the stricken ship is back in the line, blazing away, before very long.

Notable among these scarred veterans who have licked their wounds and gone back to lick the enemy again are the rejuvenated old battlewagons USS *Nevada* and USS *California*, the proud *Essex*-class carriers USS *Ticonderoga* and USS *Bunker Hill*, the mighty 'Big Ben' *Franklin*, the venerable lady *Saratoga*, and the light cruiser *Nashville*.

Soon to be back to fight another day are such gallant little warriors as the destroyers *Newcomb*, *Laffey*, *Leutze*, *Hadley*, *Evans* and others.

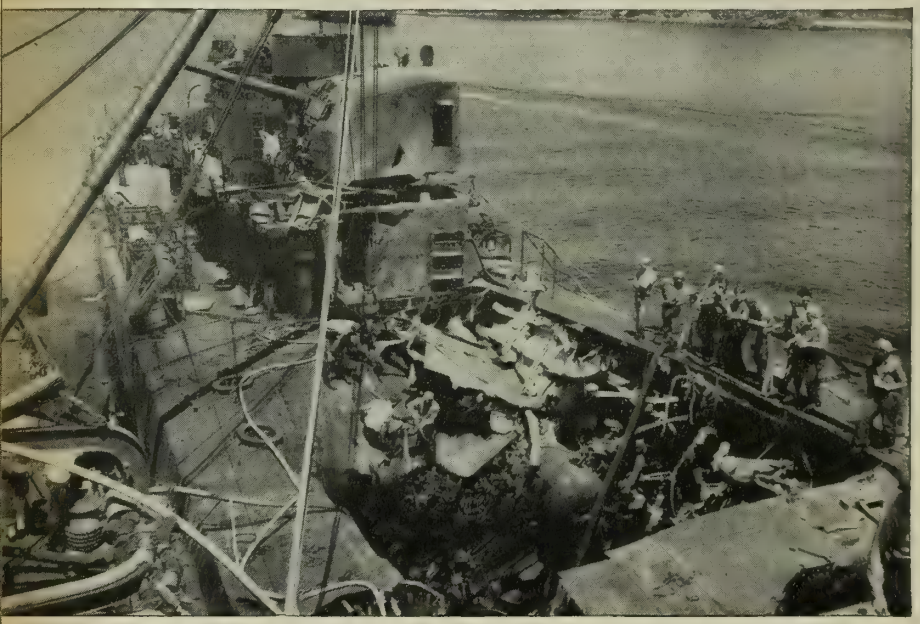
Unwavering, unwearying crews have done the impossible as they battled blazes and nursed their limping ships back to safe ports; and tireless shipyard workers have wrought miracles patching up these heroic hulks in record time.

For instance, the *Saratoga*, which had suffered seven direct hits by suicide planes and bombs off Okinawa, was repaired in less than two months at Puget Sound Navy Yard—although she was the most extensively damaged vessel that yard ever received (ALL HANDS, July 1945, p. 42.) Bremerton's "civilian Navy" devoted 155,000 man-days to repair the *Ticonderoga* with breathless speed. Before she reached the drydocks, her major repair jobs already were under way. Such swift work has not been the exception, but the rule.

Damaging of the *Ticonderoga*, *Nevada*, *California*, *Newcomb* and *Leutze* were all revealed last month within a space of 22 days, but they had been struck months apart and the information withheld for security.

DD WILLIAM D. PORTER goes down by stern while small rescue ship stands by. She sank three hours after attack.

ISING SUN Emblem carried by Kamikaze plane that hit USS Nevada near)kinawa is picked up by sailor as crew clears wreckage from battleship's deck.



ESTROYERS withstood brunt of Kamikaze assaults at Okinawa. Above is the ısinkable Newcomb. Below are survivors of the Evans on way to hospital ship.

Official U. S. Navy photograph

The *California* was struck 9 January during the pre-invasion shelling of Lingayen Gulf installations; the *Ticonderoga* 21 January during the 3d Fleet's operations off Formosa; the *Nevada* 27 March off Okinawa; the *Newcomb* 6 April off Ie Shima; and the *Bunker Hill* 11 May near Okinawa.

The fights for survival by the *Ticonderoga* and the *Bunker Hill* were almost identical as the courage of their crews was matched only by the brilliant seamanship of their officers. Just one minute after noon on 21 January, while her planes were lashing out at enemy installations on Formosa, the *Ticonderoga* was attacked by a single-engine Jap plane that zoomed out of the sun, through a cloud bank and onto the flight deck. The bomb penetrated and exploded between the gallery and hangar decks.

Fierce fires erupted. Magazines were flooded to prevent detonation of explosives, and other compartments were flooded to overcome the list to starboard and create a 10-degree list to port. This plan, devised by Commodore (then Capt.) Dixie Kiefer, USN, of Kansas City, Mo., and executed by his executive officer, Comdr. William O. Burch, USN, of Norfolk, Va., steadily carried the fire overboard because the gasoline floated on the water which the crew was pouring onto the flames. The water, carrying the gasoline on its surface, found free exit on the port side of the hangar deck forward.

Even as the crew was battling the flames and jettisoning fire-menaced bombs and other ammunition overboard, other Kamikazes attacked. Five were shot down by the *Ticonderoga's* air group, three were blasted by the ship's ack-ack, but one got through to hit the carrier's superstructure just before 1300. But so furiously did the crew work and so effective was Commodore Kiefer's maneuver that by 1437 all fires were under control. There were 337 casualties, 144 of them killed or missing.

In the case of the *Bunker Hill*—Vice Admiral Marc A. Mitscher's flagship—she was at flight quarters when enemy aircraft dived through her combat patrol and crashed onto the after half of the deck. Raging fires flourished. Then a Judy dropped a 500-pounder on the flight deck and crashed into the base of the island.

As Admiral Mitscher was transferred in a boatswain's chair to the destroyer USS *English* to continue his direction of huge Task Force 58, the *Bunker Hill's* crew began a fight for her life that lasted for three agonizing hours. At times, it seemed the carrier could never survive. But the crew's valorous efforts were crowned with success when a sharp, skillful turn worked out by the navigator, Comdr. Charles J. Odend'hal Jr., USN, sent tons of water sluicing over the side, sweeping burning gas and oil overboard.

The fires and explosions took 393 lives, wounded 264. But the *Bunker Hill* made port safely . . . and, like the *Ticonderoga*, she'll be back.

The Kamikaze that crashed into the *Nevada* broke a long streak that had seen "Ol' Maru" escape any battle damage from the time she was

Official U. S. Navy photograph

MINUTES AFTER ATTACK by a Jap suicide plane, the fantail of the Nevada was spotted with scattered gasoline fires. Firefighting parties had the flames under control, however, and gunners stood by to repulse other enemy attacks.

beached at Pearl Harbor through Attu, Normandy, southern France and Iwo Jima. She had been straddled 27 times by German shore batteries during the bombardment of Cherbourg which led to that port's fall to American forces soon after D-day, but had come through unscathed.

But, just before daylight at 0620 on 27 March, as the *Nevada* was preparing to obliterate enemy installations before the invasion of Okinawa, a formation of Jap planes attacked. The *Nevada's* antiaircraft gunners, old hands at this, splashed two. But a Val sneaked through the hazy light, headed for the open bridge. Light machine-gun slugs ripped his right wing off, diverted his course from the heavy superstructure and he hit the main deck aft near a main battery turret. Resulting fires were extinguished by damage-control parties in three minutes, but 11 had been killed and 49 wounded and considerable damage had been done. By 1030, however, she was back in the firing line.

On 5 April, a Jap coastal battery unwisely chose to reveal her position and shoot it out with the old sea dog. The Jap gunners had the benefit of having ranged on the ship most of the day and they got in the first punches. They fired about 24 shells. Nineteen missed from 10 to 1,500 yards. But five scored, killing two and wounding 16. The engagement lasted only 16 minutes, but in that time the Nevada belched 71 rounds from the 14-inch main battery alone. When the smoke cleared, the target area resembled a blasted quarry.

At Lingayen Gulf, the *California's* gunners got the first Kamikaze and seemingly had the second one. She was hit and appeared to be skimming over the ship, doomed to hit the water harmlessly. But she banked suddenly, roared in upside down and crashed against a tower. The fires were extinguished in 12 minutes.

The *California* made temporary underway repairs and continued her assignments at Lingayen. Only when her chores had been completed did she head back for repair at Puget Sound.

Gunners of the *Newcomb* had outshot numberless suicide pilots at Mindoro, Lingayen Gulf and at Okinawa on earlier occasions. But on 6 April off Ie Shima, seven Kamikazers attacked within two hours and, although three were shot down, four hit. The seventh got a double—it skidded across the literally disemboweled *Newcomb* and crashed head on into the stern of the USS *Leutze*, which had come alongside to help fight her fires.

A total of 175 casualties were suffered on the two DDs. Aboard the *Newcomb*, 17 were killed, 54 wounded and 20 missing. The *Leutze* had two killed, 68 wounded and 14 missing.

Only the heroic efforts of the *Newcomb's* crew—who fought with their hair aflame and their clothes burned off—kept the destroyer afloat and enabled the less-damaged *Leutze* to tow her to an advanced repair base.

Sometimes, of course, no matter how hard nor how heroically a crew may fight their ship is doomed. Such was the case with the USS *William D. Porter*, struck by a Kamikaze on 10 June off Okinawa.

The wound was inflicted at the waterline on the starboard near the after engine room. Within seconds, the engine room and other compartments were flooded, and the ship listed heavily to starboard. For nearly three hours, the crew fought to save her, but the *Porter* continued to settle deeper into the water. The after deck was awash when the last man finally abandoned ship. No life was lost aboard the *Porter* and her 61 wounded were being treated aboard the hospital ship *Relief* before sunset.

3d YEAR: WAVES NUMBER

Women's Reserve, Filling 18% of All Shore Billets, Has Freed 50,500 Men for Sea and Overseas Duty

"WELL done!" came the word—from Fleet Admiral King, the Navy and the nation—as the Waves marked their third anniversary 30 July. In three war years, the "women in blue" had demonstrated their skill, courage, and devotion to victory, all the way from the Atlantic Coast to Pearl Harbor.

No surer proof of success could be needed than the fact that the Navy stepped up its demand for Waves 400% this summer, asking for 2,000 recruits a month.

On its third birthday, the Women's Reserve numbered 86,000: 8,000 officers and 70,000 enlisted Waves on duty in 900 shore activities, plus another 8,000 in training or awaiting call to duty.

50,500 Men Released

In a public birthday message to the Waves, Secretary Forrestal pointed out that "Today, the Waves have released enough men for duty afloat to man completely a major naval task force."

Women in the Navy have released 50,500 men for ship or overseas duty; have taken on 27,000 additional jobs; and now make up 18% of all naval personnel on shore duty, performing almost every type of shore job.

Flying Waves

Recently 80 Wave officers became the first women officers entitled to serve as members of military air crews in any U. S. military organization. They wear the gold wings of the naval air navigator, and will serve in crews flying to such points as Hawaii and the Aleutians.

All told, naval aviation uses almost a third of all the women in the Navy. Many women repair planes, pack parachutes and collect weather information. At least four control towers in the United State are manned entirely by Waves, under supervision of a male control tower officer, and at the Vero Beach, Fla., Naval Air Station, Waves help with traffic control in night fighter training.

One thousand Waves are Link trainer instructors, giving lessons to 4,000 men each day. Women of the Navy are teaching air gunnery students who some day will be shooting Jap planes out of the sky.

Waves serve in almost every department of the Naval Air Transport Service, and since last July have flown on almost all the NATS domestic routes in this country as flight orderlies.

Caring for Wounded

A vital Wave activity—getting increased emphasis at this time—is caring for the sick and wounded in hospitals. About half of the 2,000 new recruits coming into the Reserve each month are selected for Hospital Corps Work, in the Navy's wards, clinics, laboratories and dispensaries.

At present 13,000 Waves are carrying out responsible roles in the Hospital Corps. For example, in BuSandA's field branch at Cleveland, two Pharmacist's mates run the first all-Wave dental prosthetic laboratory in naval history. Nine Waves in the Hospital Corps work at the painstaking job of painting the iris in plastic eyes, carefully matching the patient's existing eye. Other Waves instruct the physically handicapped and give occupational and physical therapy.

The officers' corps of the Waves has contributed 390 medical specialists such as laboratory technicians, dental hygienists, and occupational and physical therapists. Forty-one Wave officers are doctors in the Medical Corps, and two are dentists in the Dental Corps.

Jobs Have Grown

As the Navy has grown the jobs for Waves have grown. Mail service for the fleet and extra-continental activities is now handled 80% by Waves. "Radio Washington," nerve center of the wide-flung Navy communication system, is manned 75% by Waves. At BuPers, 70% of the complement are Waves. The laboratory at the Indian Head powder plant, where much of U. S. rocket propellant is tested, is completely operated by women, and Waves also man one of the two firing bays, and do about half of the computation on ballistics.

Handling the $

Other enterprises now largely in feminine hands are those of getting supplies out to the fleet and the advanced bases, paying Navy Personnel and accounting for the expenditures of the Navy. Several thousand Wave officers and enlisted women in the Supply Corps do these tremendous jobs, handling materials and expenditures totaling millions of dollars each month.

Wave officers also use their training in administration, radio and radar, languages, law, communications and education. Two women officers serve in the Civil Engineer Corps.

More than 1,000 Wave officers are former enlisted women commissioned following officer's training at the Na-

HELMETS AND SLACKS are variations in uniform of the day for Waves who board partly finished hull in Navy yard.

NAVY MAIL is handled 80% by Wave personnel. But Waves like to get mail as well as carry it, as you can see.

36,000

val Reserve Midshipmen's School, formerly at Northampton, Mass., and since April located in Washington, D. C. Twenty-five women are now receiving officer's training each month, each class consisting of former enlisted women and occupational and physical therapists drawn from civilian life.

Waves Overseas

The first Wave officers went overseas last October, less than a month after Congress passed the necessary legislation. They were joined in January by a large group of enlisted women, and at present 350 officers and 3,659 enlisted women are serving in Hawaii, at air stations, hospitals, the navy yards, and many other activities in the 14th Naval District.

In addition to duty in Hawaii, Waves have been assigned to temporary duty in Alaska, the Aleutians, Puerto Rico and Bermuda.

SecNav Tribute

The contributions which the Waves are making toward victory cannot be measured, but the words of Secretary Forrestal speak well for the Waves' notable accomplishments in their first three years:

"I congratulate the members of the Women's Reserve. You have every right to be proud. Your conduct, discharge of military responsibilities, and skillful work are in the highest tradition of the naval service. Keep up the good work."

Official U. S. Navy photographs

BLIMP GETS A MESSAGE from a Wave radioman at Charleston Naval Air Station. Navy's radio nerve center in Washington is 75% manned by Waves.

NAVIGATING a transport plane on a flight over the Carribean are these three flying Waves assigned to NATS.

CONTROL TOWER of this naval air station is manned by a trio of Waves. Almost a third of Waves are in aviation.

BOMRONS OVER BISCAY

Five Navy Liberator Squadrons Knocked Out 14 Subs During Campaign to Sweep U-Boats from Atlantic

IN the gray light of the English winter dawn the ponderous white-bellied Liberators waddled down the runway and lifted slowly into the sky. Out over the rocky Devonshire coast and the choppy waters of the Channel they streaked south toward the Bay of Biscay, hunting grounds of the enemy's undersea fleet.

Over the Bay the crews suddenly became alert, shaking off the drowsiness induced by their early rising and the constant drone of the four engines. Waist gunners stared at the faint line of the horizon almost imperceptibly separating the gray of the sky from the gray of the sea. Bow and crown turrets whined and twisted, their twin .50-caliber guns seeming to search for every dot in the air that would mean a Ju-88 or any change on the surface that might indicate a U-boat.

This day the search was more intense. One of the big boats had failed to return from the night's patrol. From the northern shores of Spain to the Brittany coast, shuttling back and forth only 100 or so feet above the choppy waters, they watched for a life raft or a cluster of small yellow patches; a drifting wisp of smoke or a white-starred wing.

Twelve, fourteen grueling hours later the big planes circled the base and wearily settled down on the flare path. One by one they came to rest on the hardstands. Only one had news.

Somewhere on the vast Bay the crew had sighted two oil slicks in the patrol area of the night's missing Lib. One patch was small, the other large. On the official reports the plane and crew were listed as missing in action but that was not their only epitaph. To Coastal Command headquarters went the one phrase for which they had worked so long and arduously: Probably destroyed enemy submarine.

Such was the perilous job of five Navy patrol bombing squadrons comprising Fleet Air Wing 7, now back in the States. Front-line fighters in the Battle of the Atlantic, they struck at the very heart of Germany's U-boat campaign, hunting the enemy in his own waters before he could reach Allied convoy lanes with his destructive torpedoes, and sinking 14 of the undersea raiders.

When Hitler's legions stormed down through the Low Countries and into France in the spring of 1940 they not only wanted to defeat and drive from the Continent the British and Allied armies but, on Hitler's orders, they wanted to secure for Admiral Karl Doenitz, then chief of Nazi "untersee-booten," adequate bases from which to launch a submarine offensive of unprecedented magnitude. When the Nazi armies finally halted they had driven all the way to the Spanish border on the Atlantic coast of France. It was there, in the Biscay ports of Brest, Lorient, St. Nazaire, La Pallice and Bordeaux, that the great sub pens with their massive roofs and complex underground repair and supply depots were built and from there that the U-boats sallied forth on their missions of destruction.

With outmoded Swordfish, Whitleys, Wellingtons and even early Flying Forts, Coastal Command of the RAF opened a blockade while what bombers

NAVY LIBERATOR takes on gas at its base in England (below) as crewmen ready it for a Bay of Biscay sub-hunt.
Official U. S. Navy photograph

Official U. S. Navy photograph

BACK FROM BISCAY roars the four-engined sub-buster, winging over the checkerboard landscape of rural England.

were available attacked the bases. Soon after arriving in England in the summer of 1942 America's 8th Air Force contributed squadrons to the battle. Then three veteran Navy squadrons—103, 105 and 110—relieved the Army and joined in the fight.

They knew the task before them as a child knows its alphabet. They had learned it by rote, flying from bases in the South Pacific, Caribbean, North and South Atlantic. Some of the pilots had piled up 200 missions—10, 12, 18 hours at a stretch, with the roar of the engines drumming into their memories the slogan of antisubmarine patrol planes:

"Even without bombs you can keep 'em down."

Their first patrols were similar to the milk runs out of the Stateside ports, monotonous and uneventful except for weather that would ground a seagull. After a few weeks the men seldom knew where they would land on their return from the Bay. Unpredictable weather made diversion a habit rather than a rarity.

Action came quicker than the flying bluejackets expected. Two planes disappeared over Biscay in the first week of operations. Then Lt. James A. Alexander, USNR, later killed on a training flight, ran into a formation of six Ju-88s over the Bay. The venomous long-range, twin-engined fighters were roaming the skies as escorts for outbound subs. Lt. Alexander's gunners shot down one 88 and damaged others and he and his co-pilot were awarded DFCs and Purple Hearts, the first decorations for naval aviators in the European theater.

Still the Navy airmen had not as yet met the enemy for which they were searching—U-boats. Early one morning four Navy Libs were out over the Bay on routine patrol. One of them sighted a submarine running on the surface, charging its batteries. In response to an urgent call for assistance the other Libs sped to the scene followed by other Coastal Command aircraft. The German sub was harried above and below the surface from 0400 until dusk when it was finally destroyed. A final assessment gave a Czech-manned Liberator 50% of the kill, an RAF Wellington 10% and the remaining 40% to the Navy.

For Navy men accustomed to the best service food in the world, and the smooth efficiency and cleanliness of seaside bases, the United Kingdom proved tough on the ground. Although their arrival had been expected no provisions had been made for operating the base Navy style. An RAF regiment—the base defense force—dished out Spam and brussels sprouts. Military police, ordnance and supply companies were U. S. Army detachments. Other RAF units were in charge of maintenance of runways, hangars, roads and living sites. Only aloft did the men feel at home.

There was enough business in the air to keep them occupied. Along with their Biscay patrols the Liberators drew additional duty out over the Western Approaches to the United Kingdom. Vast men-and-equipment-laden convoys, spreading over hundreds of square miles of the Atlantic, had to be protected from the U-boats which managed to sneak out of Biscay. Fast blockade runners from Japan tried to dash into Biscay ports at night. It was a busy, mostly monotonous life.

Not until December 1943 was variety to be introduced into the Navy's combat diet. Lone-wolfing out over the Bay one day, Lt. Stuart D. Johnston, USNR, sighted 10 German destroyers, apparently operating as escorts for U-boats. The Lib flashed a message to Coastal Command headquarters and, within a few minutes, depth charges were removed from bomb bays of planes hundreds of miles away in England and replaced with contact high-explosive bombs. In seven minutes one Navy squadron had 10 planes airborne and heading for the DDs. Other Libs roared out to join the attack. Two British cruisers and their escorting destroyers raced down the Channel. Through curtains of heavy flak the Libs ran in at zero altitude, broadside to the enemy, scoring several straddles and near misses and strafing the decks with machine-gun fire. All the Libs came back, one with 100 flak holes in wing surfaces and fuselage. The battle ended in the sinking of four of the Nazi craft by the British cruisers, *Glasgow* and *Enterprise*.

Eventually the Lib squadrons had their own base. Dunkeswell, the field from which they had been flying, was formally turned over to them by the British and, other than remaining under Coastal Command operational control, they developed it according to American methods. Later, as the Biscay battle grew hotter and the need for protecting shipping shuttling back and forth across the Channel to

AIR CREWMEN relax in Nissen hut quarters. Liberties were frequent, but they were at home only in their planes.

PRE-TAKEOFF briefing as to weather, convoys and signs of enemy is given Biscay flyers by intelligence officer.

newly invaded France grew more important, two more squadrons—107 and 112—were added to the Navy's force and another base, Upottery—a mile from the original Dunkeswell—was turned over to the Yanks.

Squadron 107 came with a hot reputation and maintained it until the end. Starting as Patrol Squadron 83 in December 1941 and using Catalina flying boats, 107 had operated from the mainland of Brazil and Ascension Island over South Atlantic patrol. During that time it changed to Liberators and eventually arrived in England to fight with the other squadrons of Fairwing 7. Its final count of kills was nine U-boats destroyed, two probably sunk and 16 damaged.

Veteran of the European Theater, Bomron 103 once flew from Newfoundland but it served its last 21 months in Devonshire. Even during the final days of the Reich it got two enemy subs, in March and April.

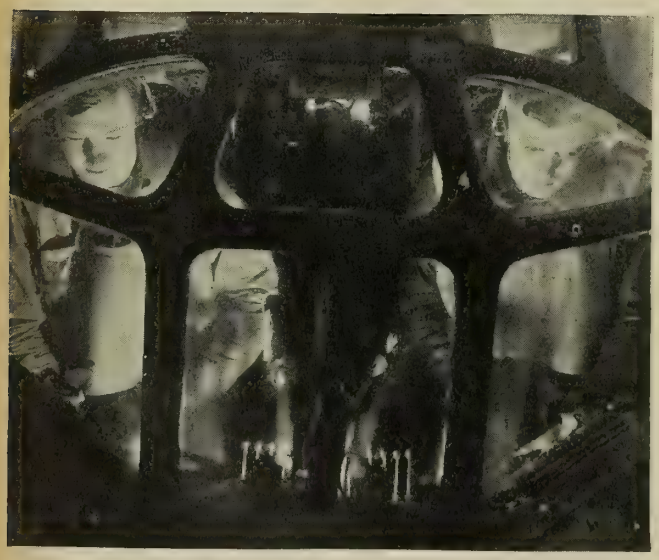
Originally known as Patrol Squadron 31, flying Catalinas from the Caribbean to Newfoundland, Bomron 105 sighted and attacked 10 enemy submarines and destroyed two of them during its period based in England.

Another veteran of the Biscay patrols was Squadron 110. During 21 months operating from the United Kingdom its planes attacked 23 U-boats and even after V-E day it scored a victory. Lt. Fred L. Schaum, USNR, a 110 pilot, accepted the surrender of U-249 and brought it into port, the first enemy submarine to give up after the cessation of hostilities.

Last of the five squadrons to arrive in England was 112, an anti-U-boat outfit that had kept watch over the eastern Atlantic and Straits of Gibraltar to close the Mediterannean to the enemy underwater boats. Early in 1945 it shifted to Upottery and from there participated in the destruction of another submarine.

Throughout their long, grueling watch the five squadrons were somewhat depleted by enemy action. Replacements arrived from the States to fill in the gaps and enable Fairwing 7 to carry on. Some of the planes just disappeared. Others fell prey to the changeable weather. Still others were shot down by heavy U-boat flak or the guns of the German fighters. But most of them took their toll before they were lost.

And so it will continue in the Pacific. Some of the squadrons are to be decommissioned. Pilots, navigators and gunners are to be retrained for new type of work. They may fly search Privateers or heavies based in the Ryukyus or the Philippines and their targets may be small freighters instead of surfaced submarines. But their long experience as air-borne warriors will stand them in good stead —their rigorous, courage-demanding experiences in the Atlantic will make them that much more formidable against the dwindling sea power of the Japs.



PILOT AND CO-PILOT, their faces lighted by instrument panel, nose their Lib into the murky English sky.

Official U. S. Navy photograph

MISSION COMPLETED, plane commander, captain and navigator tell observations and action to intelligence.

AFTER THE WAR—SCHOOL?

Here Are Answers to Questions on How Uncle Sam Will Help Eligible Veterans Get More Education

Letters to ALL HANDS from naval personnel in all parts of the world indicate that the educational provisions are among the most widely discussed benefits of the GI Bill of Rights (Servicemen's Readjustment Act of 1944).

Couched in highly technical phrases at some points, this Bill has been the subject of much misstatement and misinterpretation.

From the many letters received, ALL HANDS has chosen a representative list of questions covering practically every phase of the educational provisions of the bill.

Through these provisions, the GI Bill now provides the necessary expense and subsistence allowances to enable eligible veterans to continue their education or to take courses of training to prepare them for employment or a profession.

Which brings up the first question:

• WHO is eligible?

Any person who has been in active service on or after 16 Sept. 1940 and prior to the termination of the war is eligible, provided he is released or discharged under conditions other than dishonorable and that his service was for 90 days or more. Persons with less than 90 days' service are eligible if they were discharged for an actual service-incurred disability.

• Are Waves, Spars, nurses and members of the Marine Corps Women's Reserve eligible?

All members of the armed services, regardless of rank, rate or branch, are eligible if they meet the conditions above.

• What kind of education or training can you get under the GI Bill?

You can attend any educational or training institution approved by the Veterans Administration. You can go to a scientific, professional, business or technical school or college. You can go to grammar school or high school. You can train for a vocation in a specialized vocational school or take apprentice training on-the-job to learn a trade. You can take refresher or training courses to brush up on things you may have got rusty on. The range of choice is almost unlimited.

• Can a veteran make his own choice of a school or is he restricted to a certain district, such as his home state?

A veteran can go to school anywhere he pleases so long as the school is one recognized by the Veterans Administration, and all reputable schools and institutions of recognized standing are likely to be approved. (However, the Veterans Administration will make no *tuition* payments to businesses or other establishments furnishing apprentice training on-the-job. You can get the monthly *subsistence* allowance, though; see later questions on this.)

• Are schools and universities in foreign countries included?

Yes; Veterans Administration has granted permission for eligible veterans to attend recognized schools and universities in any part of the world. Tuition, expenses and subsistence will be paid just as if you were attending a school in the U. S.

• For HOW LONG a period may a veteran attend school?

This point seems to have caused as much confusion as any. It gets a little clearer if you tackle it step by step.

(a) EVERY eligible veteran is entitled to *at least one year* of free education or training.

(b) Every eligible veteran whose education or training has been impeded, delayed, interrupted or interfered with by reason of entrance into the armed services is entitled to *additional* education or training (beyond that first year) equal to the time spent in active service on and after 16 Sept. 1940 and prior to the termination of the war.

(c) Any person whose age upon entering the service (see next item) was not over 25 is *automatically* presumed to have had his education interrupted. (For purposes of the bill, you are "over 25" the day after your 25th birthday.)

(d) Your age of entry into service is figured one of two ways: (1) if you entered service *on or after* 16 Sept. 1940, it is your age on the day you entered; (2) if you entered service *before* 16 Sept. 1940, it is your age as of 16 Sept. 1940.

(e) *Additional training* beyond the first year is dependent upon your completing your work satisfactorily according to the standards of the institution you attend.

(f) *Maximum training* allowed in any case is a total of four years (note liberal definition of "year" on opposite page).

• What kind of service does NOT count in determining eligibility either for the first year of training or for additional training?

In computing your active service, the GI Bill says you cannot count any time spent in education or training under the Army specialized training program (ASTP) or the Navy college training program IF the course was a continuation of your civilian course AND was pursued to completion; also not to be counted is time spent as a cadet or midshipman at one of the service academies. (If you were an architect but took up medical training in the Navy college program, the time would therefore be counted. Similarly, if you studied medicine in civilian life, went on studying it in the Navy, but were transferred to something else before finishing your course, the time would also count.)

Photograph from Veterans Administration

GEORGE WASHINGTON UNIVERSITY class includes several veterans studying under the GI Bill. What college he goes to is the veteran's own choice.

• Are veterans who were on active duty in either the regular Navy or Naval Reserve prior to 16 Sept. 1940 eligible?

Yes, if they had at least 90 days' service and if any part of that service came on or after 16 Sept. 1940.

• If they'd stayed in the service (or reenlisted) and had been on active duty since 16 Sept. 1940, would they now be eligible for the maximum four years' educational benefits?

Yes, providing they were not over 25 on 16 Sept. 1940. (Otherwise they are limited to one year of free schooling unless they can prove their education was interrrupted or interfered with by going into the service.) After completing their first year's educational training satisfactorily, they would then be entitled to additional training not to exceed their time spent in active service from 16 Sept. 1940 to the end of the war (maximum schooling: 4 years).

• How much of the cost of education or training will the Government actually pay?

Veterans Administration provides *two* types of financial aid: tuition and expenses, payable to the school, and a subsistence allowance, payable to the veteran. Here's what is provided under each:

Tuition and expenses. Veterans Administration will pay expenses of tuition, laboratory, library, health, infirmary and similar customary fees, and of books, supplies and other necessary equipment, not to exceed a total of $500 a school year. Transportation, lodging and board are not included.

Subsistence. A veteran without dependents is entitled to $50 monthly subsistence allowance; a veteran with a dependent or dependents gets $75 monthly.

• Can a veteran go to a school where these expenses amount to more than $500 a year?

Yes, but he must bear the additional cost himself.

• If the tuition and expenses amount to less than $500, does the veteran keep the difference?

No. Whatever the expenses may be, whether $500 or less, Veterans Administration pays them direct to the school, not to the veteran.

• If both a man and his wife are eligible veterans, will both be eligible for the subsistence allowance?

Yes; they will receive a total of $125 monthly. The husband will get $75 a month because he has a dependend (wife) and the wife will be entitled to $50 a month as an individual veteran. However, if the wife has a child or if she has any other proven dependent, she too is eligible for the larger amount.

• Do you get the same GI Bill benefits for apprentice training on-the-job as for formal schooling?

Photograph from Veterans Administration

TUITION and expenses of college education are provided these two ex-servicemen by GI Bill. Bill covers grammar, high and vocational schools also.

Veterans Administration does not pay *tuition and expenses* to institutions, businesses or other establishments furnishing apprentice training on the job. However, a qualified veteran who wishes to take up apprenticeship training may receive a *subsistence* allowance from the Federal Government the same as if he were going to a school ($50 a month without dependents, $75 with). An apprentice may not receive more from his wages and Government payments combined than the normal journeyman's wage in that trade, so if necessary, as his apprentice's wages increase, the Governnment allowance is reduced.

• Does a "year" of education mean a calendar year or a school year?

A "year" of education or training under the GI Bill means actually a full calendar year of 12 months, and not just the "ordinary school year," which is usually around nine months. This provision, often overlooked, gives you more education than generally supposed.

For instance, a man entitled to the *minimum* "one year" of education is entitled to twelve months of it; he could take the normal school year of nine months and still have three months' schooling coming to him if he wished it.

A man entitled to the *maximum* "four years" schooling would actually be able to go to school or college on this basis for 48 months—which would be more than five "school years" of nine months each.

• Do you get your subsistence and tuition on the basis of a calendar year or a school year?

Your *subsistence* allowance would go on during all months you were at school, but would not, for example, continue during a three-month vacation period. (However, the allowance *is* paid during all regular school holidays and leave, such as Christmas vacations, etc., not exceeding 30 days in a calendar year.)

The $500 (maximum) *tuition and expenses* is payable on the basis of the "ordinary school year" so that you would have this paid for you for every school year you attend.

• Can you attend school part-time under the GI Bill? How do the tuition and subsistence allowances work out?

If you wish to follow a part-time course, you may do so, and the time you are allowed is increased to give you the equivalent of the full-time course permitted by law. Example: a veteran going to school half-time is entitled to tuition and subsistence only at the half-time rate, but may continue the course twice as long.

• Is there any time limit within which a veteran must apply for educational benefits following his discharge?

Courses must begin not later than two years after discharge or after the termination of the war, whichever date is the later, and must be completed within seven years afer the war ends.

• Can you get any benefits under the GI Bill while you are still in service?

No; benefits of the bill are available only to veterans.

• Is a Navy man who intends to remain in the service excluded from the benefits of the GI Bill unless he leaves the service within a period of two years after the war?

No; note that the time provision of the law above says you must start your course of education or training within two years of (a) your discharge *or* (b) the end of the war, *whichever date is later*. However, since no course under the law can extend more than seven years after the termination of the war, you can figure how long you could stay in and still be eligible. (Maximum four-year course, for example, would have to be started three years after the war ended to be completed within seven years.)

Incidentally, Navy men who remain in the service are not exactly cut off from educational possibilities, as they will probably be able to take off-duty courses and correspondence courses, valuable in themselves or in preparation for any later training they may want to take in school, college or industry. And that is in addition, of course, to any training they get in their ratings.

• A regular Navy man's term of enlistment may expire a year or more following release of USNR personnel. Does he still get the same GI Bill opportunities?

Yes, if he meets the time limit described above.

• Suppose a man enters the Navy a month after his graduation from high school and goes immediately into V-12 training. If he bilges out of V-12 but remains in the Navy, is he still eligible for educational benefits under the GI Bill?

Yes, and in computing his time spent in active service, he could then include the time spent in V-12, as the course was not "pursued to completion" (see previous question on this angle).

• Are members of Fleet Reserve and retired regular Navy, who are receiving retirement pay, eligible for education benefits?

Yes, they are eligible for tuition payments and subsistence allowance in addition to retired pay—but they are *not* eligible for subsistence allowance if they are receiving veteran's pension. All veterans of the present war who meet the service and other general qualifications stated earlier are eligible for GI benefits, regulars and reserves of all classes alike.

• If there's a "bonus" for servicemen later, will that affect our GI Bill benefits, and if so, how?

It will. The GI Bill provides that if there is hereafter authorized any adjusted compensation, or "bonus," any benefits received by or paid for a veteran under the GI Bill must be deducted first.

• Disabled veterans are entitled not only to education or training under the GI Bill but also to vocational rehabilitation under the Vocational Rehabilitation Act of 1943. Can they get both? Which is preferable?

A disabled veteran eligible for educational benefits under the GI Bill and also for vocational rehabilitation under Public Law 16, enacted 24 March 1943, may choose either or both BUT may not receive any more under the GI Bill than the additional pension to which he would be entitled anyway under Public 16. In choosing between them, here are three main factors to be considered:

(1) Under the vocational rehabilitation program, a disabled veteran can get up to four full years of free schooling, including transportation to the school, and his pension is *increased* during training to $92 a month if single, $103.50 if married, with an added allowance of $5.75 extra for each child, $11.50 for each dependent parent.

(2) There is no $500 ceiling on his tuition and expenses, as under the GI Bill.

(3) Any advantages he gets under Public 16 are not deductible from his future adjusted compensation or bonus, if any, whereas the GI Bill specifies that any benefits received under it are deductible from any future bonus which may be authorized.

• If you take a job on the side while you are at school, does that disqualify you from receiving subsistence allowance under the GI Bill? Or is your allowance cut down in any way?

Veterans Administration says it cuts down on the allowance only if you are attending the school on a part-time basis or if you receive compensation for work done as part of your training. If you took a spare-time job that didn't take up so much time that it could be regarded as interfering with your main purpose—getting an education—your allowance would not be cut.

• Will men under 25, who held a college degree before entering the service, still be eligible for GI Bill education?

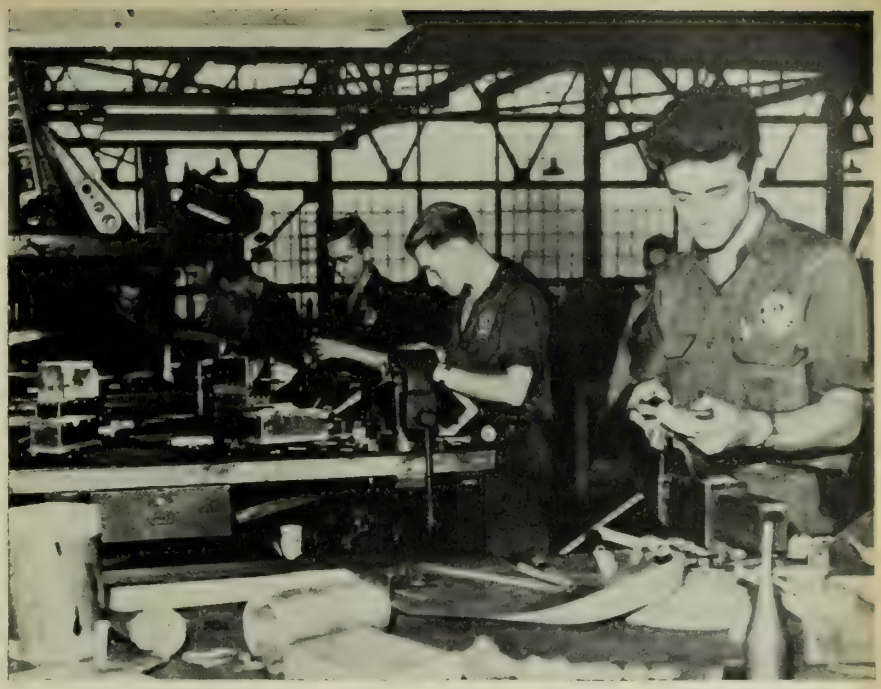
Yes, since a man entering service under 25 is automatically presumed to have had his education interrupted or interfered with. It is not necessary to furnish proof that you were planning to continue your education. Men under 25 who were signed by the Navy but deferred until they got their degrees are similarly eligible if otherwise qualified.

• How can I get further information about my benefits under the GI Bill, if not covered above?

The Navy has a Civil Readjustment Program which in general undertakes to inform the veteran at the time of his discharge of all his rights and benefits, including those under the GI Bill. For any specific questions of eligibility under the Bill, not covered above, ask your Educational Services Officer or write to the Veterans Administration, Washington 25, D. C.

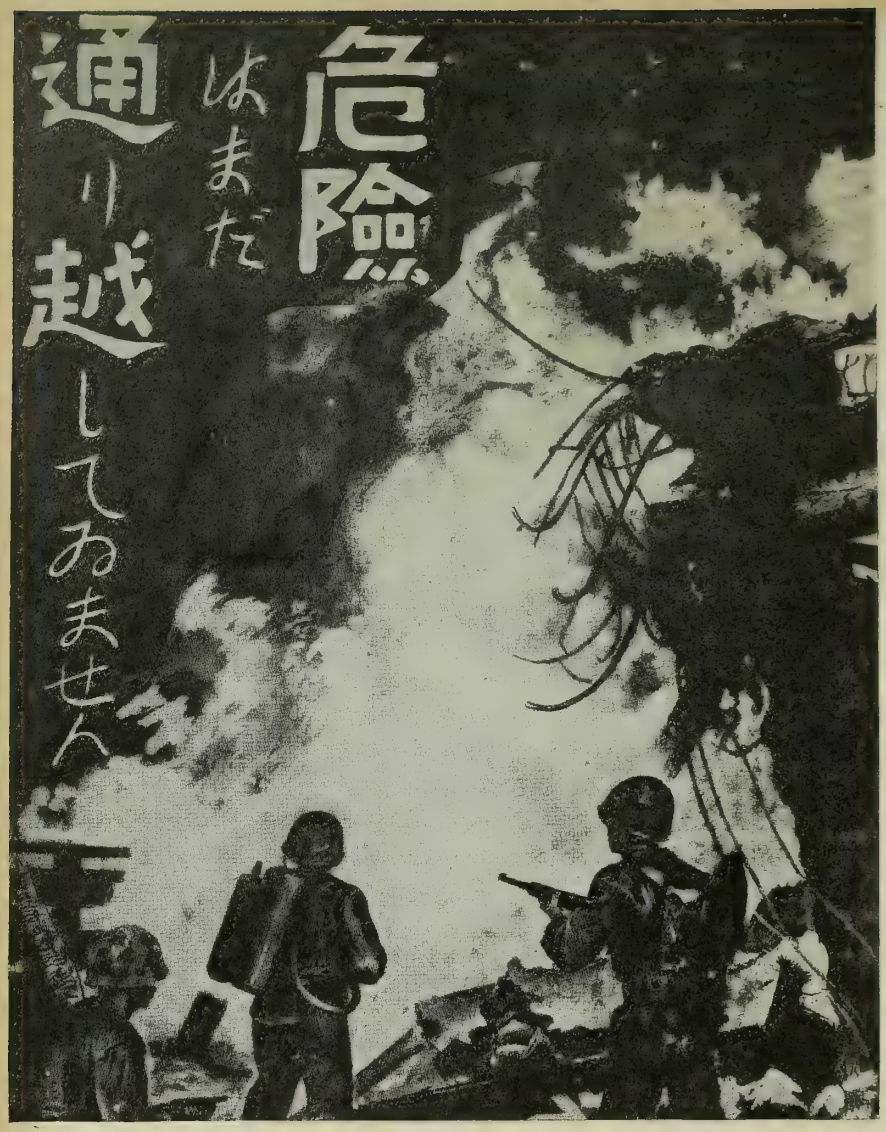
• Is Congress planning any changes in the GI Bill?

Several are under consideration. The House has passed legislation raising the subsistence allowances (from $50 to $60, and from $75 to $85) and extending the length of time in which you can apply. This, however, will require both Senate and Presidential approval. Any changes in GI Bill provisions will be reported promptly in ALL HANDS.



Photograph from Veterans Administration

APPRENTICE TRAINING proviso of GI Bill gives these veterans in an airplane plant $50 to $75 subsistence a month in addition to their apprentice's pay.



"THE DANGER IS NOT PASSED," this leaflet told civilians on an invaded Jap island. "American forces already have landed . . . and have made excellent progress. Most of the civilians who stayed in the path of the onrushing army were killed because of their own foolishness . . . Shells and bombs cannot tell the difference between soldiers and civilians . . . The American forces have absolutely no intention of shooting at you."

"AN AMERICAN OFFICER was speaking to two Japanese soldiers who came over to the American forces on Guam," says the text on the back of this leaflet. "The two soldiers expressed their thanks for the excellent treatment they had received: ' . . . We were afraid to come over to you. We thought you would kill us. We came only when there was no more hope.' Don't wait until our fierce artillery fire and bombs crush you beyond all hope . . ."

PAPER

Leaflet Raids on Japs Hit Their Will to Fight

A SINGLE piece of paper doesn't make much of a bomb. A single drop of water doesn't make much of a dent in a rock, either. But a constant drip of water will cut a rock in two. And the millions of leaflets we are dropping over Japanese territory are cutting into the rock of stubborn Jap resistance—cutting down the number of Japs against us.

Navy carrier-based planes and the Army's Superforts are dropping millions of these "paper bombs" along with explosive and incendiary bombs over the Jap homeland and his diminishing island holdings. The leaflets aren't intended to kill; but by constant suggestion, infiltration, repetition they eat away at a Jap's will to die for the Son of the Sun.

Part of a comprehensive campaign by the Psychological Warfare Section of CincPac-CincPOA, the leaflets are dropped in quantities that reach 500,000 to 1,000,000 a day. In appearance they resemble the gaily colored labels on those packages of paper-covered firecrackers we used to get. Various appeals are used, but they all add up to one idea: "Your fight is hopeless; give up the futile struggle while you can."

The leaflets—parts of five of them appear as illustrations with this article—make two broad attacks on the Jap's self-confidence and patriotism. First, they emphasize our superior military might; second, they show the Jap fighting man that he's being sold down the river by ruthless and selfish leaders.

Leaflets Stress Our Power

One message particularly intended for the soldier is heavily illustrated with drawings of a powerful fleet and air force. The text is in terms and events he will recognize:

"You have already felt the power of our Navy during the bombardment but you have had only a brief experience with American power. More ships, more planes, and more supplies are on the way—Your navy, too, has been driven off and dares not oppose us. Your resistance is futile. Lay down your arms. . . ."

After the surrender of Nazi Germany, millions of leaflets carried President Truman's warning that all the Allied might was now being shifted to the Pacific.

But just in case the Nip soldier thinks—as his war lords would have him—that a religious fighting spirit can win over ships and tanks, another leaflet asks: "Do you believe spirit alone can win the war? If so, why do you complain of shortages of weapons, build air-raid shelters and armor your tanks? If spirit alone can win, why were you pushed back from the coast?"

Truth Hits Jap Morale

During the battle of Okinawa residents of the island received a brightly

BOMBS

colored pamphlet which said, "Time and time again, you were told that the American fleet was destroyed and the American air force had suffered huge losses on every operation. If what you were told is true, how do you explain: That American forces have been victorious at Makin, Tarawa, and in New Guinea, the Solomons, Saipan, Tinian, Guam, Palau and the Philippines since November 1943? That land-based and carrier-based planes have made heavy attacks on Taiwan and the Ryukyu Islands, and have made Manila harbor a shambles? That Honshu is bombed several times a week by large numbers of giant planes? How do you explain the presence at this very moment of twice as many American ships in the vicinity of this island as there are in the entire Japanese Navy?"

The Jap soldier is constantly reminded of his inadequate war equipment. His officers and the deceitful military leaders, he is told, have failed him, but are willing to let him die in order to further their personal ambitions.

Invitation to Surrender

One leaflet points out that Occidentals attach no stigma to surrender. Another declares that eventually the entire population of Japan will be forced to surrender and that this will remove any stigma attached to those who surrendered earlier.

Continuing on this theme, one message tells military personnel that futile death is a violation of the traditional Japanese obligation to carry on the family line and serve one's country in the future.

Paralleling the efforts to remove the stigma of surrender, many leaflets picture by word and photographs the good treatment Americans give captured soldiers and civilians.

Although these leaflets are pouring down on the Japanese day by day, it is still too early to judge the effectiveness of the "paper bombs."

However, this much was observed on Okinawa, where specific appeals to get out of the battle areas, were addressed to civilians: most old people, women and children complied.

Also, now, for the first time in the long Pacific battle, Nip soldiers are coming forward in numbers to surrender (see photographs on next two pages). Previously an isolated Jap might give up, but rarely would a group surrender together. Now, even that has happened—on Okinawa, on Luzon, on Guam. On one island recently a Jap doctor and 57 corpsmen came forward voluntarily.

It may well be that the Nip is taking heed of the caption he read on a black and yellow leaflet that one day fluttered at his feet:

"KUMO ni KAKEHASHI."

The literal translation of this is: "Don't rest your ladder against a cloud." What it really means is: Brother, why don't you smarten up!

"NOW THAT AMERICAN FORCES are invading your island, your lives are in danger," the text of this one points out. "Beaches will be bombed and shelled in order to weaken the Japanese Army and prepare for American troop landings. However, bombs dropped from planes and shells from battleships may land anywhere. Civilians who remain in coastal areas will be destroyed . . . If you value your lives, follow these instructions . . ."

"SINCE DECEMBER 8, 1941, the United States has built more than 33,000,000 tons of shipping," is the message in this leaflet. "You who are on this island know how little shipping Japan has. Since December 8, 1941, the United States has built more than 171,000 planes. You do not have even enough planes to protect you here . . . Come over to us.

"RECENTLY Rear Admiral Walter Hennecke, the German naval commander in Normandy, was captured by American troops . . . In World War I, Admiral Hennecke was in British hands two years," says the text. "Yet, his record in both wars is excellent. We note . . . the difference between Admiral Hennecke's conduct and that of Admiral Nagumo who committed suicide at Saipan. Of what value is suicide when it leaves a man without sons?"

Official U. S. Marine Corps photograph

COME ON IN, FELLOWS—the treatment is fine, a Jap captured on Guam tell his die-hard comrades over loud speaker, refuting Tokyo line that Yanks torture prisoners.

Official U. S. Marine Corps photograph

UNWILLING JAPS often become prisoners when they are incapable of suicide, like one blasted out of Okinawa cave (above) and survivors from a sunken ship (below).

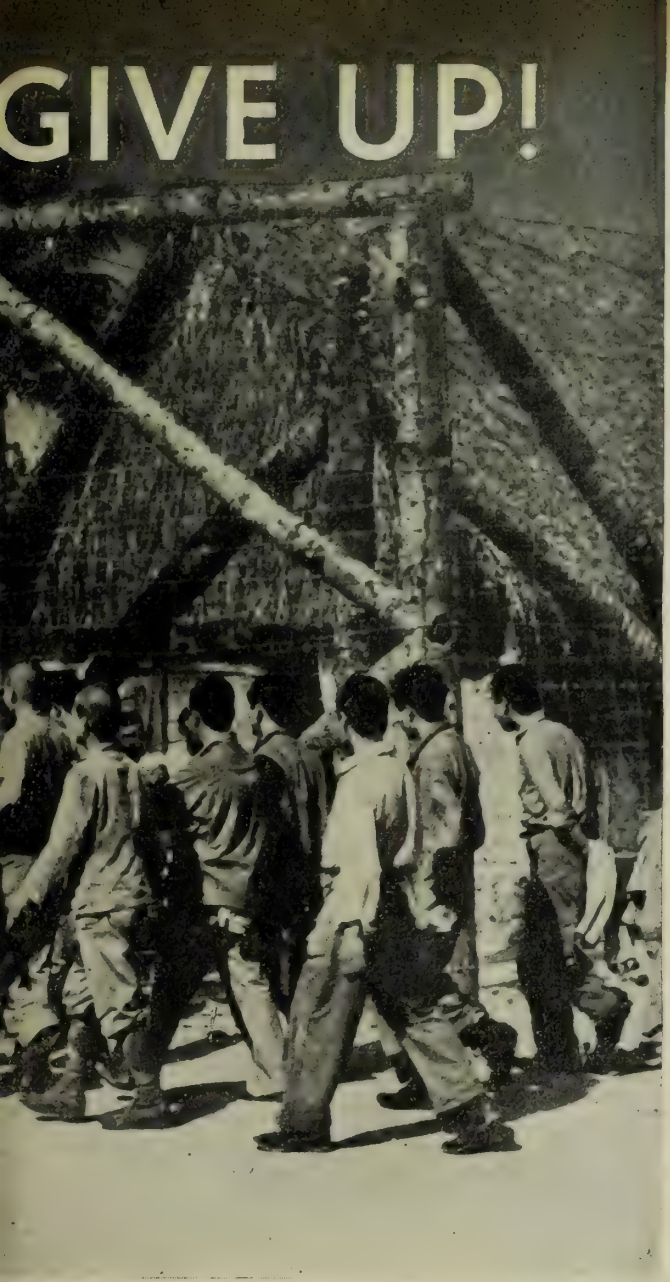
Official U. S. Navy photograph

JAPS DO

PRISONER ENCLOSURE (above) at Guam receives 35 Japs who gave up after holding out nearly a year. Captives (below) looks out from behind barbed-wire hung with mess kits.

Official U. S. Navy photograph

GIVE UP!



BLINDFOLDED, a Jap is brought topside on a submarine returned to its base from a patrol in enemy waters. He and others were taken when their ship was sunk by sub.

Official U. S. Navy photograph

Official U. S. Army Signal Corps photograph

LOSS OF FACE doesn't keep all Japs from surrendering. This one smiles broadly as he enjoys Army chow following his capture. Food is good inducement to give up.

Official U. S. Army Signal Corps photograph

HANDS UP, Jap soldier (above) led 20 others from Iwo cave. At Kerama Retto (below) a group surrendered to picket boat. As war goes on, larger groups give up.

Official U. S. Navy photograph

RATION RULES FOR NAVAL PERSONNEL

Procedures Summarized On Gasoline, Shoes, Food For Those Long at Sea

Because most of the food, transportation and shoes they require are furnished by the Navy itself, naval personnel are not usually familiar with OPA rationing regulations or with the Navy procedures for putting them into effect. This is especially true of personnel who have been at sea or overseas for long periods. Knowledge of some of these rules can save time and tempers when it becomes necessary to obtain rations either from OPA local boards or from Navy custodians. The following brief summary may be helpful in this connection.

Gasoline

In general. Naval personnel are subject to Office of Price Administration gasoline rationing regulations and, with the exception of official travel under orders, must go to local OPA War Price and Rationing Boards for gasoline rations required for private vehicle travel. In the case of official travel under orders where transportation by private automobile is specifically authorized, Acknowledgments of Delivery, OPA Form R-593, will be obtained from cognizant issuing officers in the Navy.

Driving while on leave. Naval personnel on leave for more than three days who have access to an automobile are entitled to obtain from OPA special furlough rations at the rate of one gallon for each day of leave up to a maximum of 30 gallons. In order to obtain this gasoline it is necessary to present to the local OPA board original copy of leave papers and the mileage rationing record (OPA Form R-534) for the automobile to be used.

Special convalescent rations. Naval personnel on leave while convalescing from illness or injury acquired on active duty are eligible to apply to local OPA boards for special gasoline rations to cover travel to and from home or resort or other place of recuperation if the cognizant medical officer certifies that in his opinion travel by private automobile instead of other means of transportation would materially aid in recovery. Leave papers and certification of cognizant medical officer must be displayed at time of application.

Official travel. To obtain gasoline rations for performance of travel under orders, either temporary additional duty or change-of-station, where transportation by private automobile is authorized, personnel will apply not to OPA local boards but instead to cognizant naval officers for Acknowledgments of Delivery, OPA Form R-593. These forms may be obtained from authorized custodians who will compute the mileage involved and endorse the orders to show the number of forms issued. The issuing officer is responsible for filling out and signing the Acknowledgment of Delivery forms including the name and rank of the recipient and the make and license number of the automobile to be driven. These forms are non-transferable and must be used only by the person to whom issued.

• *Temporary additional duty.* In the case of temporary additional duty, the authority to travel by private automobile must be granted by BuPers or by commands authorized by BuPers to issue travel orders and must be contained in a separate paragraph in the body of the orders. Exception to this rule is made in the case of personnel returning from duty afloat or overseas in which such authorization may be granted by endorsement on the orders by the commandant of the naval district to which such person returns.

•*Change-of-station.* In all cases of permanent change of station, authority to travel by private automobile may be granted by endorsement on the applicant's orders by the officer authorized to deliver such orders. However personnel ordered to a new station for a short period of temporary duty to be followed by duty afloat or overseas are warned that no provision is made either by OPA regulations or Navy procedures for returning automobiles to place of regular residence.

Home-to-work-driving. Navy personnel assigned to shore duty in the United States and not quartered at their station may apply to local OPA boards for supplemental rations to cover driving between residence and post of duty if a car-sharing plan has been organized or if alternate means of transportation are not available.

Miscellaneous driving. Naval personnel may also apply to local boards for supplemental rations to cover necessary in-course-of-duty driving where no official travel orders have been issued or for which travel orders may have been issued but lack authorization for transportation by private automobile. In the case of necessary change-of-residence driving due to change of duty and where the travel orders involved lack authorization for transportation by private automobile, application may also be made to local boards. In like manner, persons discharged from the naval service may apply to local boards for rations to return home.

Shoes

In general. Naval personnel may purchase shoes from commercial shoe stores by using coupons from OPA Ration Book Three, when they have them, or by using shoe-purchase certificates (Forms OPA R-1705-B) obtained from naval custodians.

Clothing and small stores. No ration coupons are required for shoes purchased from clothing and small stores or from Army Quartermaster stores.

Ship's service stores and post exchanges. Ship's service stores ashore and Army or Marine Corps post exchanges operate under rationing in the same manner as commercial shoe dealers and coupons or certificates are required.

Issuance of shoe certificates. Naval personnel who need shoes which they expect to buy from commercial shoe dealers may get the shoe certificates which they need from authorized naval custodians. There is no inflexible rule as to the number of pairs of shoes which an individual may have, provided he in fact needs them.

Discharged personnel. Personnel already discharged may not receive shoe certificates from naval custodians but instead should, if they do not have a War Ration Book Three, apply to their local OPA board for reissue of Book Three. The reissued Book Three will contain two valid shoe stamps.

Food

War Ration Book Four. Personnel are eligible to obtain War Ration Book Four or other ration currency with which to acquire rationed foods from their local board if they will reside in the United States for a period of 60 days or more and are not subsisted or authorized to be subsisted in a general mess and do not eat 14 or more meals a week at a general mess, organized mess or other mess where the rationed foods used are acquired by the use of ration checks issued by the armed services.

Special food rations. Personnel who do not have and are not eligible to receive food ration books may obtain temporary rations of rationed food from a local board in three cases:

(1) if they are on leave or furlough for a consecutive period of 72 hours or more and will eat at least one meal during that time at home or at the homes of relatives or friends, or

(2) even though they are not on leave or furlough, they will eat at least nine meals a month at home or at the homes of relatives or friends, or

(3) they are temporarily in the United States and will eat at least nine meals a month at home or at the homes of relatives or friends. Applications for temporary rations should be made on S&A Form 570, which will be filled out at the direction of the commanding officer. If this form is used, either the serviceman or his host may present the application; otherwise, the serviceman must apply to the local board and explain the reason for his failure to have the application on S&A form 570.

Navy personnel who are eligible to receive food ration books may apply to the local board for additional ration currency if their health requires more rationed foods than can be obtained with the books. The application must contain a doctor's statement showing why additional food is needed, the amount, and why unrationed foods cannot be substituted.

Discharged Personnel

Persons discharged from the naval service and not possessing OPA ration books may apply to OPA local boards for reissue of Book Three which contains shoe stamps and Book Four which contains coupons for meat, sugar, butter and processed foods.

NEW LIST OF BATTLE-STAR OPERATIONS

A revised list of operations and engagements for which stars may be worn on area service ribbons has been issued by Cominch. The new list (NDB, 30 June, 45-712) follows:

Asiatic-Pacific Area

PEARL HARBOR-MIDWAY (7 Dec. 1941)
WAKE ISLAND (8-23 Dec. 1941)
PHILIPPINE ISLANDS OPERATION
Including concurrent Asiatic Fleet operations (8 Dec. 1941-6 May 1942)
NETHERLANDS EAST INDIES ENGAGEMENTS* (23 Jan.-27 Feb. 1942)
Makassar Strait (23-24 Jan. 1942)
Badoeng Strait (19-20 Feb. 1942)
Java Sea (27 Feb. 1942)
PACIFIC RAIDS—1942*
Marshall-Gilbert raids (1 Feb. 1942)
Air Action off Bougainville (20 Feb. 1942)
Wake Island raid (24 Feb. 1942)
Marcus Island raid (4 March 1942)
Salamaua-Lae raid (10 March 1942)
CORAL SEA (4-8 May 1942)
MIDWAY (3-6 June 1942)
GUADALCANAL - TULAGI LANDINGS, including First Savo (7-9 Aug. 1942)
CAPTURE AND DEFENSE OF GUADALCANAL (10 Aug. '42-8 Feb. '43)
MAKIN RAID (17-18 Aug. 1942)
EASTERN SOLOMONS (Stewart Island) (23-25 Aug. 1942)
BUIN-FAISI-TONOLAI RAID (5 Oct. 1942)
CAPE ESPERANCE (Second Savo) (11-12 Oct. 1942)
SANTA CRUZ ISLANDS (26 Oct. 1942)
GUADALCANAL (Third Savo) (12-15 Nov. 1942)
TASSAFARONGA (Fourth Savo) (30 Nov.-1 Dec. 1942)
EASTERN NEW GUINEA OPERATION* (17 Dec. 1942-24 July 1943)
Designated duty in connection with motor torpedo boat operations (17 Dec. 1942-24 July 1944)
Lae occupation (4-22 Sept. 1943)
Finschhafen occupation (22 Sept. 1943-17 Feb. 1944)
Saidor occupation (2 Jan.-1 March '44)
Wewak-Aitape operations (14-24 July 1944)
Supporting and consolidating operations designated by Commander 7th Fleet (17 Dec. 1942-24 July 1944)
RENNELL ISLAND (29-30 Jan. 1943)
CONSOLIDATION OF SOLOMON ISLANDS* (8 Feb. 1943-15 March 1945)
Consolidation of Southern Solomons (8 Feb.-20 June 1943)
Consolidation of Northern Solomons (27 Oct. 1943-15 March 1945)
ALEUTIANS OPERATIONS* (26 March-2 June 1943)
Komandorski Island (26 March 1943)
Attu occupation (11 May-2 June 1943)
NEW GEORGIA OPERATION* (20 June-16 Oct. 1943)
New Georgia-Rendova-Vangunu occupation (20 June-31 Aug. 1943)
Kula Gulf action (5-6 July 1943)
Kolombangara action (12-13 July 1943)
Vella Gulf action (6-7 Aug. 1943)
Vella Lavella occupation (15 Aug.-16 Oct. 1943)
Action off Vella Lavella (6-7 Oct. 1943)
PACIFIC RAIDS—1943*
Marcus Island raid (31 Aug. 1943)
Tarawa Island raid (18 Sept. 1943)
Wake Island raid (5-6 Oct. 1943)
TREASURY - BOUGAINVILLE OPERATION* (27 Oct.-15 Dec. 1943)
Supporting air actions (27 Oct.-15 Dec. 1943)
Treasury Islands landing (27 Oct.-6 Nov. 1943)
Choiseul Is. diversion (28 Oct.-4 Nov. '43)
Occupation and defense of Cape Torokina (1 Nov.-15 Dec. 1943)
Bombardment of Buka-Bonis (31 Oct.-1 Nov. 1943)
Buka-Bonis strike (1-2 Nov. 1943)
Bombardment of Shortland Area (1 Nov. 1943)
Battle of Empress Augusta Bay (1-2 Nov. 1943)
Rabaul strike (5 Nov. 1943)
Action off Empress Augusta Bay (8-9 Nov. 1943)
Rabaul strike (11 Nov. 1943)
Battle off Cape St. George (24-25 Nov. 1943)

** Only one star authorized for participation in one or more of the engagements listed under this heading.*

GILBERT ISLANDS OPERATION (13 Nov.-8 Dec. 1943)
MARSHALL ISLANDS OPERATION* (26 Nov. 1943-2 March 1944)
Air attacks designated by CincPac on defended Marshall Islands targets (26 Nov. 1943-2 March 1944)
Occupation of Kwajalein and Majuro Atolls (29 Jan.-8 Feb. 1944)
Occupation of Eniwetok Atoll (17 Feb.-2 March 1944)
Attack on Jaluit Atoll (20 Feb. 1944)
BISMARCK ARCHIPELAGO OPERATION* (25 June 1943-1 May 1944)
Designated duty in connection with motor torpedo boat operations (25 June 1943-1 May 1944)
Supporting air actions (15 Dec. 1943-1 May 1944)
Arawe, New Britain (15 Dec. 1943-1 March 1944)
Kavieng strike (25 Dec. 1943)
Cape Gloucester, New Britain (26 Dec. 1943-1 March 1944)
Kavieng strike (1 Jan. 1944)
Kavieng strike (4 Jan. 1944)
Green Islands landing (15-19 Feb. 1944)
Bombardments of Kavieng and Rabaul (18 Feb. 1944)
Anti-shipping sweeps and bombardments of Kavieng (21-25 Feb. 1944)
Anti-shipping sweeps and bombardments of Rabaul and New Ireland (24 Feb.-1 March 1944)
Admiralty Islands landings (29 Feb.-17 April 1944)
Supporting and consolidating operations designated by Commander 7th Fleet (25 June 1943-1 May 1944)
ASIATIC-PACIFIC RAIDS—1944*
Truk attack (16-17 Feb. 1944)
Marianas attack (21-22 Feb. 1944)
Palau, Yap, Ulithi, Woleai raid (30 March-1 April 1944)
Sabang raid (19 April 1944)
Truk, Satawan, Ponape raid (29 April-1 May 1944)
Soerabaja raid (17 May 1944)
WESTERN NEW GUINEA OPERATIONS* (21 April-15 Nov. 1944)
Designated duty in connection with motor torpedo boat operations (21 April-15 Nov. 1944)
Hollandia operations (Aitape-Humboldt Bay-Tanahmerah Bay) (21 April-1 June 1944)
Toem-Wakde-Sarmi area operation (17 May-21 June 1944)
Biak Is. operation (27 May-21 June '44)
Noemfoor Is. operation (2-23 July 1944)
Cape Sansapor operation (30 July-31 Aug. 1944)
Morotai landings (15 Sept. 1944)
Supporting and consolidating operations designated by Commander 7th Fleet (21 April-15 Nov. 1944)
MARIANAS OPERATION* (10 June-27 Aug. 1944)
Neutralization of Japanese bases in the Bonins, Marianas and Western Pacific (10 June-27 Aug. 1944)
Capture and occupation of Saipan (11 June-10 Aug. 1944)
First Bonins raid (15-16 June 1944)
Battle of Philippines Sea (19-20 June 1944)
Second Bonins raid (24 June 1944)
Third Bonins raid (3-4 July 1944)
Capture and occupation of Guam (12 July-15 Aug 1944)
Capture and occupation of Tinian (20 July-10 Aug. 1944)
Palau, Yap, Ulithi raid (25-27 July 1944)
Fourth Bonins raid (4-5 Aug.1944)
WESTERN CAROLINE ISLANDS OPERATION* (31 Aug.-14 Oct. 1944)
Raids on Volcano-Bonin Islands and Yap Islands (31 Aug.-8 Sept. 1944)
Capture and occupation of the Southern Palau Islands (6 Sept.-14 Oct. 1944)
Assaults on the Philippine Islands (9-24 Sept. 1944)
LEYTE OPERATION* (10 Oct.-16 Dec. 1944)
Leyte landings (10 Oct.-29 Nov. 1944)
Battle for Leyte Gulf (24-26 Oct. 1944) (Including Battle of Surigao Strait, Battle off Samar, Battle off Cape Engano, submarine participation)
3d Fleet supporting operations
Okinawa attack (10 Oct. 1944)
Northern Luzon and Formosa attacks (11-14 Oct. 1944)
Luzon attacks (15, 17-19 Oct., 5-6, 13-14, 19-25 Nov., 14-16 Dec. 1944)
Visayas attacks (20-21 Oct., 11 Nov. 1944)
Ormoc Bay landings (7-13 Dec. 1944)
LUZON OPERATION* (12 Dec. 1944-date to be announced later)
Mindoro landings (12-18 Dec. 1944)
Lingayen Gulf landings (4-18 Jan. 1945)
3d Fleet supporting operations
Luzon attacks (6-7 Jan. 1945)
Formosa attacks (3-4, 9, 15, 21 Jan.)
China Coast attacks (12 16 Jan. 1945)
Nansei Shoto attack (22 Jan. 1945)
Bataan-Corregidor landings (13-18 Feb.)
IWO JIMA OPERATION* (15 Feb.-16 March 1945)
Assault and occupation of Iwo Jima (15 Feb.-16 March 1945)
5th Fleet raids against Honshu and the Nansei Shoto (15 Feb.-16 March 1945)
ESCORT, ANTISUBMARINE, ARMED GUARD AND SPECIAL OPERATIONS (one star for each):
USS *Navajo*—Salvage Operations (8 Aug. 1942-3 Feb. 1943)
Naval Group China (19 Feb. 1943-date to be announced later)
Action off Vanikoro (17-21 July 1943)
Units defending Piva Yoke; air installations designated by CincPac (8 March-12 April 1944)
Task Group 12.2 (5 July-9 Aug. 1944)

European-African-Middle Eastern

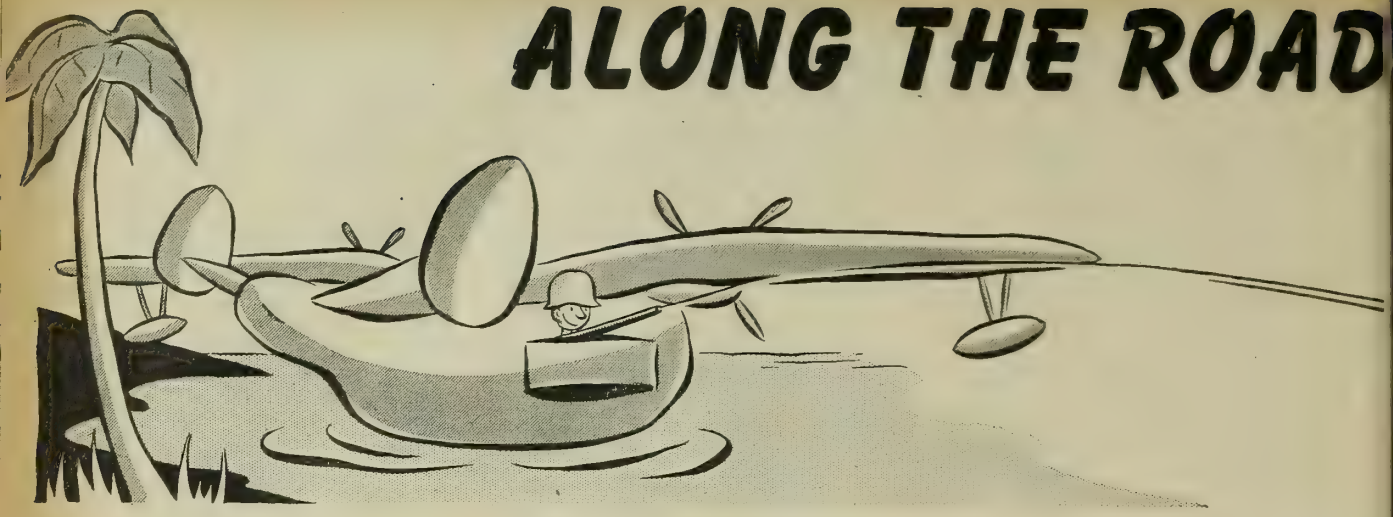
NORTH AFRICAN OCCUPATION* (8 Nov. 1942-9 July 1943)
Algeria-Morocco landings (8-11 Nov. 1942)
Action off Casablanca (8 Nov. 1942)
Tunisian operations (8 Nov. 1942-9 July 1943)
SICILIAN OCCUPATION (9-15 July 1943; 28 July-17 Aug. 1943)
SALERNO LANDINGS (9-21 Sept. 1943)
WEST COAST OF ITALY OPERATIONS* (22 Jan.-17 June 1944)
Anzio-Nettuno advanced landings (22 Jan.-1 March 1944)
Bombardments Formia-Anzio area (12 May-4 June 1944)
Elba and Pianosa landings (17 June 1944)
INVASION OF NORMANDY, including Bombardment of Cherbourg (6-25 June 1944)
NORTHEAST GREENLAND OPERATION (10 July-17 Nov. 1944)
INVASION OF SOUTHERN FRANCE (15 Aug.-25 Sept. 1944)
ESCORT, ANTISUBMARINE, ARMED GUARD AND SPECIAL OPERATIONS (one star for each):
Russian convoy operations (16 Dec. 1941-27 Feb. 1943)
Convoy ON-166 (20-25 Feb. 1943)
Convoy UC-1 (22-24 Feb. 1943)
Convoy SC-121 (3-10 March 1943)
Convoy UGS-6 (12-18 March 1943)
Convoy HX-233 (16-18 April 1943)
Task Group 21.12 (20 Apr.-20 June 1943)
Task Group 21.11 (13 June-6 Aug. 1943)
Task Group 21.12 (27 June-31 July 1943)
Convoy MKS 21 (13 Aug. 1943)
Task Group 21.14 (25 Sept.-9 Nov. 1943)
Norway raid (2-6 Oct. 1943)
Convoy KMF-25A (6 Nov. 1943)
Task Group 21.13 (11 Nov.-29 Dec. 1943)
Task Group 21.14 (2 Dec. '43-2 Jan. '44)
Task Group 21.12 (7 March-26 April 1944)
Task Group 21.16 (11-31 March 1944)
Convoy UGS-36 (1 April 1944)
Convoy UGS-37 (11-12 April 1944)
Convoy UGS-38 (20 April 1944)
Task Group 21.11 (22 April-29 May 1944)
Convoy UGS-40 (11 May 1944)
Task Group 22.3 (13 May-19 June 1944)
Task Group 22.5 (3 June-22 July 1944)

American Area

ESCORT, ANTISUBMARINE, ARMED GUARD AND SPECIAL OPERATIONS (one star for each):
Convoy ON-67 (21-26 Feb. 1942)
Convoy TAG-18 (1-6 Nov. 1942)
Convoy SC-107 (3-8 Nov. 1942)
Task Group 21.13 (12 July-23 Aug. 1943)
Task Group 21.14 (27 July-10 Sept. 1943)
Task Group 21.15 (24 March-11 May 1944)

For listing of merchant ships participating in Armed Guard operations, see ALL HANDS, May 1945, pp. 69-70.

ALONG THE ROAD



Fit to be Tied

When the USS *Franklin* was hit by a Jap suicide plane, the USS *Hickox* came alongside to rescue some survivors who were isolated on the carrier's deck by fire. The destroyer also dropped her whaleboat into the turbulent waters to pick up men who had been blown overboard or forced to jump. Among the men in the whaleboat were Dick Lechler, Cox, USNR, and Irving Levine, S1c, both of Brooklyn. They spied a man swimming in the water and flipped him a line.

"Here," they shouted, "tie yourself to this line and we'll haul you in, sailor!"

"I'm no sailor," growled the man in the water. "I'm a marine—and I don't know much about knots."

Then, after a thoughtful pause, the leatherneck added: "But, I'm learnin' fast. . . ."

Three Seats Up Front

The three Seabees volunteered to take a bulldozer ashore on Okinawa's L-day and dig a gas dump revetment somewhere up at the front. They hit the beach about four hours after the first assault waves. Earl R. Leytham, Ptr2c, USNR, was at the wheel, while Egbert H. Vaughan, S1c, USNR, and Byron R. Hunt, MM2c, USNR, trudged alongside, their carbines at the ready. On the beach, they asked directions. An MP tiredly waved them inland.

"Just head that way, mates," he yawned, "and just keep askin'."

So they kept heading inland. And kept asking. And kept getting waved on. After they had gone quite a ways, Leytham wheezed the bulldozer to a halt. There weren't any MPs around, and none had been seen for quite a while. In fact, there weren't any marines at all. Just trees.

The three Seabees wondered a bit about that, but decided to keep going. Just then, a Marine patrol scout overhauled them.

"What the hell," he bawled breathlessly, "are you guys doing up here with that thing?"

"We're supposed to dig a gas dump," Leytham answered. "We're lookin' for the spot. It's somewhere up near the front. . . ."

"Front!" yiped the marine. "Up *near* the front! Why you idiots (Ed. Note: Or words to that effect.) you just passed the last advance scouting parties about 200 yards back!"

Mutual Admiration Society

Here's what flyers think of sailors . . . and vice versa:

Shot down off Ahami Shima, 1st Lt. Junie Lohan, USMCR, was picked up by a light warship. He was drying out in the wardroom over a cup of jamoke when general quarters sounded. He skipped topside and found the lads somewhat engaged in beating off Jap suicide planes. Trying to earn his room and board, Lohan went to the bridge and helped out on identification until the tiny ship was mortally wounded by four suicide hits. Into a landing craft piled crew survivors, Lt. Lohan with them.

When they all had reached eventual safety, you couldn't get the Marine flyer to talk about anything except the bravery of the sailors with whom he had worked side by side in those wild minutes aboard the ill-fated res-

cue ship. He was most impressed by the way they stayed at their gun mounts in the face of attack after attack.

"They didn't even duck," he said with awed admiration. "They just kept on firing. Boy, they've got more guts than I have!"

But, on the other hand . . .

Off Okinawa, an underwater explosion blew the *PGM 18* four feet out of the water and she sank within three minutes.

As survivors struggled dazedly in the water, combat air patrol flyers dipped low over them and dropped their own lifejackets and a rubber life boat into the surf. Aided by this manna-like life-saving equipment, the survivors managed to stay afloat until picked up by minesweepers.

"Imagine that," said Lt. Cyril Bayly, USNR, Clearwater, Fla., the PGM's skipper, after he had been picked up. "Imagine those fellows dropping that equipment to us when they didn't know how soon they might be needing it desperately themselves. Man, that's guts! I never saw such sheer guts!"

'Among My Souvenirs . . .'

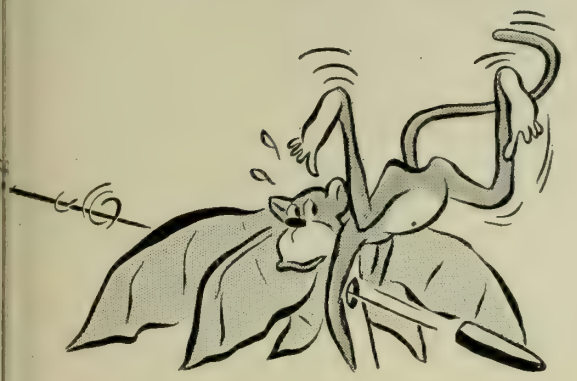
On night picket duty off the entrance to Nakagusuku Wan—now Buckner Bay—on Okinawa's east coast, the crew of *LCI(G) 82* spied an enemy Kate afloat on the water. The plane sank quickly in their blast of gunfire. Then they turned their attention to a life raft bearing three crewmen from the Jap bomber. The gunboat skipper, Lt.(jg) Theodore Arnow, USNR, of the Bronx, N. Y., hoped to capture them, but one pulled a hand grenade and all three were killed.

The riddled raft was hauled aboard the little gunboat as a souvenir.

It was, however, destined for more than just a dusty resting place on some mantlepiece. Minutes after the gunboat had sunk the plane, an enemy suicide boat bore down at high speed and hit the U. S. craft just forward of the conning tower. Holes were torn in her side and deck; fires were started in two fuel tanks; and the craft listed dangerously. Lt. Arnow ordered the ship abandoned.

The executive officer, Lt.(jg) Sheldon A. Briggs, USNR, of Cambridge, Mass., helped wounded men over the side and then, looking about for something to help keep him afloat, spotted the Jap raft. He snatched it up from the deck, bulged it under his arm to form an air pocket and jumped in. He was followed by Lt. Arnow and Raymond R. Haut, S1c, USNR, of West View, Pa., and the three of them, lending a hand at the same time to one of the wounded men, Alonzo Carmel Vigil, S1c, USNR, of Bueyeros, N. M., who had been lowered over the side in a life jacket, clung to the "souvenir" raft for 20 minutes until rescued.

TO TOKYO



Plane on the Surface

The barge and the tug were both well hidden as they rode at anchor in the shadow of tall jungle trees at the water's edge of Noenoekan Island, Borneo. But, peering down from his patrolling PBM Mariner, Lt. V. L. Flint, USNR, of Milton, Mass., managed to pick them out.

The high trees, Lt. Flint quickly and rightly figured, prevented successful low-level bombing or strafing attacks on the Jap craft, and the chance of wasting a bomb from high level didn't seem worthwhile. Yet the Mariner pilot didn't want to let the craft go unscathed.

For a moment, he pursed his lips and knitted his brows in thought . . . then, his decision made, he dipped his wings, wheeled his plane and set the huge flying boat down on the calm seas. Taxiing back and forth, much the same as a bombarding warship, Lt. Flint let his aircrew gunners go to work.

In no time at all, the plane's machine-gun fire sank both the barge and the tug. Easy victor in this strange sea battle, the PBM then took off and went back to its more normal business of seeking out and destroying enemy shipping . . . from the air.

Initial Invasion

Elmer E. Ashley was a welder in a shipyard at Evansville, Ind., when he decided to join the Marine Corps. The day before he left his shipyard job he welded his initials on the side of a winch frame that was to become part of an LST. That was back in March 1943.

Ten months later, Ashley, who had become a bulldozer operator in the 1st Engineering Btn. of the 1st Marine Division, boarded an LST bound for Peleliu and right away went prowling around the ship looking at winch frames.

Yeah, sure, you've guessed it—right there on one of the LST's winch frames were his initials: "E. E. A."

Chicken Coup

Thomas B. Scott, WT2c, USNR, of Mt. Holly, N. J., loves eggs—fried, scrambled, boiled. But in more than two years overseas the best he could get were the powdered variety. And he was mighty unhappy.

Then fortune smiled—for a brief moment. Scott found a hen. A Japanese hen, to be sure, but her production was like clockwork: an egg a day. If she could do that on her diet of land crabs, small tree lizards and saki, Scott figured, what would she do when she ate good solid Navy food! The possibilities were unlimited. Almost.

Anyway, Scott carefully set out the best food he could find for his little protege. But egg production, strangely, declined. From an egg a day the hen slumped to one every other day, one every third day, finally maybe an egg on Sundays and holidays.

Then one morning when Scott awoke the hen was gone. A hole in the side of her coop told its own story. Scott wasn't surprised that night when some of his Seabee mates invited him over for a fried chicken dinner. And it wasn't too hard for him to conclude that an enemy saboteur had met her deserved fate.

Scratch One Jitney

A motorist down in Australia holds a distinction probably unique in the annals of maritime believe-it-or-nots: He collected insurance for damages suffered when his automobile was hit by an aircraft carrier.

Seems he parked the car one day near the edge of a Sydney wharf where a visiting U. S. flattop was tied up. While he was away, the tide went out. As it fell, a part of the carrier, projecting over the wharf, descended irresistibly upon the parked car.

Result: two flattops.

Navy Weekly, Dailies Starting as Part Of New Informational Services Program

Two new publication projects—a yet unnamed weekly magazine comparable to the Army's *Yank* and the Marine Corps' *Leatherneck*, and a chain of daily newspapers in the Pacific to be known as *Navy News*—will appear shortly as part of an expanded and integrated informational services program.

Another phase of the program, Ships' Editorial Association (SEA), the Navy's own news and feature service, began operation last month.

The new comprehensive program also includes:

- A field office in San Francisco, which will combine and edit the news reports of the world and news of the Navy for use in the Pacific.
- A Navy News Bureau (NNB), to obtain news of the Navy from Washington for use of all media.
- ALL HANDS, the Navy's service magazine.

The new setup is to serve the needs of naval personnel, especially overseas, for Navy newspapers and magazines. Service will include news and features—local, world-wide, and Navy news, features, stories, pictures, cartoons, comics and aid to editors.

The new large daily newspapers are designed to satisfy, in localities where publication is practicable, the needs of men overseas for complete coverage of news in a Stateside manner. Where such dailies cannot be published, present "daily press" papers will get help.

The new magazine will fill the need for a weekly publication for general Navy reading and entertainment.

Ship and station newspapers, which fit into the over-all picture as the local weekly news and feature papers (see ALL HANDS, July 1945, p. 17), will be given all possible help.

ALL HANDS will continue to meet the need for a monthly publication providing comprehensive information to the Navy.

The program, developed in accord with the personal interest of Secretary Forrestal, is under a new Informational Services Section of the Welfare Activity, BuPers.

Navy News (Guam Edition) began publishing last month on a tentative basis on a small press and in limited quantity until its big press arrives. Equipment and personnel are being gathered for the Philippines and Okinawa editions, and these papers are expected to begin mass production within the next few months. Other editions may be published where there are large concentrations of personnel and no civilian newspapers.

Navy News will be an 8-page, 5-column, offset-printed tabloid newspaper, distributed free, and will include everything that the men used to see in their home-town papers—comic strips, columnists, photographs, sports, domestic news, world news, crossword puzzle. A 12,000-word news report, a composite of the civilian news service reports and Navy Department news from NNB, will be furnished by SEA through the San Francisco field office; the syndicated features will come through SEA in Washington. A special Sunday supplement will include color comics.

Because all personnel will not have access to *Navy News*, even though it will be distributed as widely as possible, emphasis also is being placed on the small "daily press" papers aboard ship. SEA will transmit to Guam a condensation of the 12,000-word basic news report, for sending to ships and outlying bases by hour-long plain Morse code radio broadcasts at 12-hour intervals, supplemented by 15-minute broadcasts at 6-hour intervals and news flashes and bulletins.

A plan is underway to make the same comic strips appearing in *Navy News* available to the "daily press" papers by means of pre-cut mimeograph stencils, which would provide a "comic page" six days a week. Effort also will be made to provide the color comics for the seventh day.

The new Navy weekly has just been authorized by the Secretary and tentative plans call for a 32-page large-size magazine in two colors, with eyewitness articles, humor, fiction, pin-ups, photographs, sports, cartoons, the straight dope and "gripes." Staffed by professionally qualified personnel, it will be printed in the continental United States as is *Leatherneck* to insure a high quality publication, and will be rushed to sailors, marines and coastguardsmen throughout the world, including the U. S. It will sell probably for 10 cents a copy.

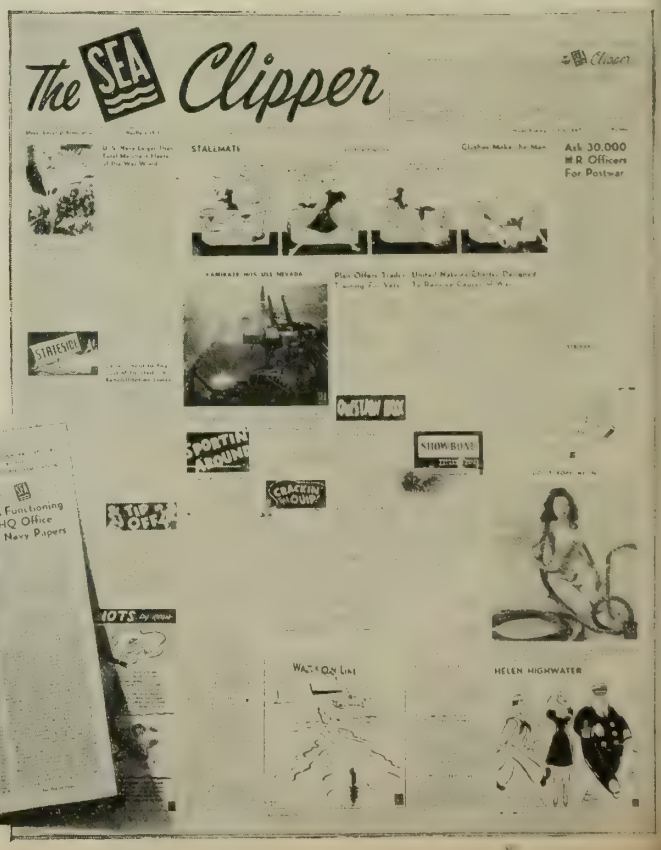
SEA, the Navy's news and feature service, began issuing the SEA Clipper (a weekly clipsheet) and the SEA Watch (a monthly "trade journal" for editors) within the past month. More than 750 ship and station newspapers have already been enrolled as members in accordance with BuPers Circ. Ltr. 70-45.

Membership in SEA is of two types, in order to insure the ship and station newspapers that their material will be exclusive and not duplicated in the larger "multiple-activity" publications.

Full members are those papers published in accordance with EXOS Circ. Ltr. 45-611—or those papers serving specifically as one-ship or one-station needs. These papers, if SEA members, get special original Navy cartoons and feature material, as well as news, through the SEA Clipper. Mats or pre-cut stencils are provided as required. Through the SEA Watch and through individual service where practicable, the papers will also be given editorial aid in improving their content and appearance. A Navy Editors' Manual also is being prepared.

"Affiliate members," the multiple-activity papers such as *Navy News*, will be provided with their special news and feature materials by SEA but they will not receive the SEA Clipper or material designed for the ship and station newspapers. All service publications overseas—especially the "daily press" papers—may use the SEA news as broadcast, without receiving special permission, but the special 12,000-word news report and feature material will be available only by arrangement with BuPers (Informational Services Section). Insofar as practicable, special services will be provided multiple-activity "affiliate-member" publications on request.

INCLUDED in the new program are the SEA Clipper (a clipsheet of material for use in ship and station papers) and the SEA Watch (an editors' trade journal) which began going out last month to more than 750 Navy papers.



NEW BOOKS IN SHIPS' LIBRARIES

Knowing Your Pacific

"The Pacific World Series" is not what it may sound like—the autumn baseball classic on an island-hopping tour. But it might very well prove to be just as interesting. It is a set of paper-bound books just released by The Infantry Journal and also available from regular commercial publishing houses in hard-backed form. For those of you stuck on some Pacific island they are heartily recommended. The dragging days out there might be brightened a bit and shortened somewhat.

Don't get us wrong: We don't guarantee these books will make you stop day-dreaming about the end of the war or push away a one-way ticket to Stateside. But once you settle down with these books, your island prison no longer need be merely a sunbaked, rain-drenched lump of land peopled with pesky insects, freakish, frightened animals and strange-looking folk whose customs are as unfathomable as their language. Instead, it could become a fascinating wonderland; still not as good, of course, as a sidewalk in Flatbush or a cornfield in Iowa . . . but definitely something to talk about wisely and well when you get gack home.

In these books you will learn all about the Pacific isles, from Magellan to Dorothy Lamour. You will read about lizards that fly, and birds that cannot; of kangaroos that live in trees and mammals that lay eggs. These books will tell you all there is to know about the Pacific Ocean area . . . its birds and peoples, its fishes and shells, its animals and plants.

The Starting Point

First of the series on your reading list should be "The Pacific World," edited by Fairfield Osborn, president of the New York Zoological Society, with an introduction by William Beebe.

This volume presents a skimming over-all picture of the Pacific—its vast distances and depths, strange lands, the life upon them and its peoples. This information was gathered by men of nine educational and scientific institutions. They tell you of the migrations of humanity that swept over the islands; of the discovery of the ocean and its lands by the adventurous old mariners of Spain and Portugal; of the swashbuckling pirates and sailors who fought over its treasures and brought the sins and diseases of civilization to these island paradises; of all the fascinating animal life; and a thousand and one other things. Read this one, and in a couple of sittings you'll be able to sound like a Fitzpatrick travelogue when you get back to the general store or McGuire's Scotch and Soda Fountain.

"The Pacific World" contains detailed descriptions of the nine important Pacific regions—Australia and New Zealand, Melanesia, Micronesia, Polynesia, the East Indies, the Philippines, the Aleutians, the Galapagos and Japan. It's both authoritative and readable.

People of the Pacific

Perhaps the most popular of the other books in the series will prove to be Felix Keesing's "Native Peoples of the Pacific World." In this book you will learn what lies behind the customs of the new people you are meeting. Dr. Keesing tells you of their languages and governments, their food, their trading methods, their likes and their dislikes. From these penetrating, interesting studies, you will find that these people, deep down, are not so different from you. Dr. Keesing, who is professor of anthropology at Leland Stanford University, was born in Malaya and his family has long moved around in the Pacific regions.

Wallabies and Wombats

Useful to you both for reading matter and as a sort of almanac for quick reference will be "Mammals of the Pacific World." Written by three distinguished authorities of the American Museum of Natural History—T. D. Carter, J. E. Hill and G. H. H. Tate—this is one of the most inclusive books ever published on animal life in the Pacific.

It features a parade of fugitives from the crossword puzzle pages such as the wallabies, wombats, bandicoots, warrigals and koalas. It tells of such strange creatures as the half-bird, half-animal Duckbill, which lays eggs and suckles its young.

The book lists the animals by families with excellent descriptive notes. It also features an island checklist which tells you at a glance what animals you'll find in your own immediate vicinity—in addition, of course, to chowhounds and liberty hounds.

Snakes . . .

Snakes and reptiles are not neglected in the series. Arthur Loveridge of the Museum of Comparative Zoology in Cambridge, Mass., has contributed "Reptiles of the Pacific World." It is full of really exciting information about giant turtles eight feet long and weighing half a ton; of pythons, 30 or more feet long, that can swallow a man; of vicious lizards with lashing powerful tails.

Plants . . .

You may be Robinson Crusoed on some barren sand bar where nothing but your beard and your boredom grow, but in "Plant Life of the Pacific World" you will learn that there are 45,000 different kinds of plants existing in the Pacific Ocean area—and that scientists still believe there are many more as yet unidentified. Look about you . . . maybe you'll discover a long-hidden wonder and you will have some type of orchid or dandelion named after you. Dr. E. D. Merrill of Boston's Arnold Arboretum has done a masterful job on this book.

. . . And Sea Shells

Breathes there a man with sole so thin that he hasn't kicked up a seashell here and there? One of the most interesting in this series is "Fishes and Shells of the Pacific World." Written by John T. Nichols of the American Museum of Natural History and Paul Bartsch of the Smithsonian Institute, this is the only book on both fishes and shells, although Walter Webb's "Handbook for Shell Collectors" is on its way to you. In "Fishes and Shells" you will be introduced to rays, coral-reef fishes, sharks, seahorses, pilotfish, Portuguese men-of-war, mudskippers and all the rest of the inhabitants of the Pacific's blue waters.

Figure It Out For Yourself

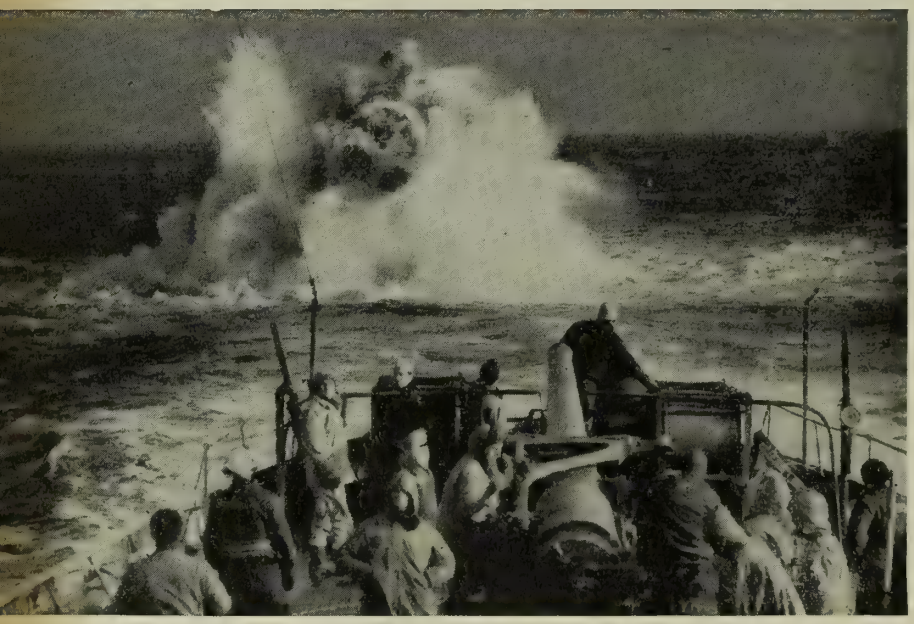
While the three bluejacket brothers were at sea, a wealthy Mohammedan they had met in London died and left them his harem of 17 beautiful ladies. However, his will read that the eldest brother was to have one half of the ladies, the next one third, and the youngest one ninth. The three sailors were in despair, for they obviously could not divide 17 ladies this way without calling in the butcher. They finally cabled an old and wise Arab friend who promised to help them.

When they arrived at the home of their dead friend they found that the wise Arab had sent a member of his own harem to solve the problem in a jiffy. How? (Answer on page 73.)

Tattoo

This word for the bugle call preparatory to taps comes from the old Dutch word, "taptoe," which meant the time to close the taps or taverns in garrisoned towns — the Dutch word "tap" meaning faucet, or tap, and "toe" meaning, to shut. At the appointed hour, drummers marched from post to post in the town beating their drums. They beat "first post" as a signal they had taken their places and were ready to start their rounds. When they reached the end of their rounds "last post," or "taptoe," was sounded, and the merry drinkers should have been on their way home. In Revolutionary times, tat-too was the signal for soldiers to retire to their barracks or quarters, put out their fire and candle, and go to bed; at the same time public houses were to shut their doors and sell no more liquor that night. Today "tattoo" has nothing to do with alcoholic activity, applying entirely to the matter of turning in. Our word "taps" comes from the same source.

INVASION of southern France was first big action in Coast Guard's 155th year. Coast Guard LCs (above) were among naval craft entering Marseilles.



COAST GUARD CUTTERS in 1944-45 saw the end of the Battle of the Atlantic. (above) and experiments in use of helicopters (below) in air-sea rescue work.

DUCK loaded with Marines takes of

COAST GUARD OF HISTORIC

BIGGER than ever in its history, the U. S. Coast Guard is observing its 155th anniversary this month after completing its busiest year.

An arm of the Navy since shortly before Pearl Harbor, the Coast Guard has carried out assignments in World War II that has taken its forces to battle fronts throughout the world. It has participated in all the major invasions, transported thousands of troops to battle zones and played an active role in the Navy's anti-submarine operations. While performing these wartime jobs, it also has continued peacetime functions vital to the war, such as merchant marine shipping inspection, port security, life saving and maintenance of aids to navigation.

Not the least important of its duties is the saving of life at sea. This activity is now combined under the Coast Guard-commanded Air Sea Rescue Agency set up 15 Feb. 1944 by the Secretary of the Navy at request of the Joint Chiefs of Staff. Admiral R. R. Waesche, commandant of the Coast Guard and its first four-star admiral, is chairman of the inter-service board which directs the agency's activities. Air Sea Rescue task units, comprising planes and fast rescue boats, are operating not only along the coasts of North America, but in

Official U. S. Coast Guard photographs
rom Coast Guard-manned LST at Iwo

HAS BIGGEST
155 YEARS

all war theaters. The agency is constantly studying and improving techniques and equipment. Particular attention is being given to development and use of the helicopter in rescue work. In May this year one of these ingenious machines plucked nine Canadian flyers from a remote region of Labrador after their plane crashed. Another was used for reconnaisance during the Mississippi spring floods. Air-sea rescue experiences gathered during these war years will prove invaluable in the postwar era when a vast expansion of coastal and transoceanic air travel is anticipated.

In peacetime the Coast Guard is part of the Treasury Department. It was founded 4 Aug. 1790 when President George Washington signed an Act of Congress inspired by Secretary of the Treasury Alexander Hamilton creating the Revenue Marine. The name later was changed to Revenue Cutter Service and then in 1915, when this service was merged with the Life Saving Service, the new organization became the U. S. Coast Guard.

Its wartime strength totals 171,931 which includes 10,162 commissioned male officers, 878 commissioned Spar officers, 1,632 warrant officers, 150,094 male enlisted personnel, 8,846 enlisted Spars and 319 cadets.

OKINAWA invasion was another of the year's big operations in which Coa
Guard-manned vessels participated as part of huge amphibious assault forc

FARFLUNG AND VARIED are tasks Coast Guard performs—for example, po
security (above) and Merchant Marine hearing units around the world (below

MAGAZINE DIGEST

Excerpts from current articles of interest to naval personnel

Mosaic of Hell

Europe was prepared to outlive defeat and betrayal, nazis and quislings. It was not prepared for its ultimate ordeal, how to survive liberation. For liberated Europe is fed, clothed and sheltered worse even than under German occupation.

Europe's want seems universal and bottomless. It has a thousand faces; it is as petty as lack of matches, as humiliating as lack of soap, as heartbreaking as a child's cry for bread. Even in regions where food is relatively ample, as in Normandy, the people are destitute. The American Quakers, again at war with suffering, made a meticulous survey of Normandy five months after invasion. Their conclusions add up to a mosaic of petty hell.

Abundance of food. No pots or stoves. All remaining trucks and cars demobilized for utter lack of fuel and tires. No window glass. No shoes or blankets. Hundreds of thousands of people without a change of underwear. . . .

What happened to France in 1944 happened, or is going to happen, to all of Europe. When governments of liberation step into territory that has for years been exposed to German social engineering, three gigantic booby traps are set to explode under their feet: production collapses, distribution collapses, currency collapses.

The result of this threefold collapse is the black market. However, not even the black market can perform miracles: it cannot sell goods that have not been produced, and it cannot sell to people who lack purchasing power. And in all liberated Europe, industrial production is paralyzed, unemployment is at an all-time high. . . .

Yet France is faring better than Belgium. The Belgian people are undernourished, in dire need of animal proteins. Their splendid textile factories are locked up, lacking imports of raw materials, though Europe needs clothing perhaps even more urgently than food . . .

The people in the Netherlands are close to utter starvation. Last February the official daily ration in Amsterdam had dropped to 320 calories a day. And the land itself has been partly corroded. Where sea water has flooded cultivated land, years of sweat will have to undo what the salt did to the earth in a few weeks.

But in the Balkans and in Poland man has hurt man more cruelly than the sea could ever hurt the land. These had been the areas of least industrial contribution to the Nazi war machine, and they had been treated accordingly. Here the Germans just took and took—grain for their stockades, women for their brothels . . .

To make European rehabilitation a success, three things must be available: supplies, shipping and, above all, an American rehabilitation policy . . . (This policy) has to apply the fundamental law of battle—to concentrate superior strength in selected crucial spots. The superior American forces are tools, raw materials and technological efficiency. The crucial spots have already been selected . . .

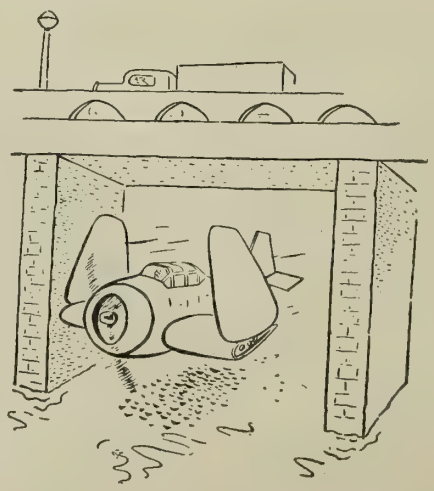
The United States did not accept the lack of materials and shipping as apology for not winning the war. Both shortages were licked in grand style, simply because the war had to be won. If the United States realizes the urgency of the job, shortages will be licked again, simply because the rehabilitation of Europe is just as important to this country as the liberation of Europe.—*From "EUROPE: From Freedom to Want," condensed from Fortune, in Reader's Digest for July.*

Auto Heaven

On the day when the President announces the end of the war emergency, the Federal Government, in cooperation with the states, will swing into action upon a vast construction program which will give the American people the finest network of express highways, other than main highways, and secondary and feeder roads which the world has ever seen.

These national interstate roads, which will take from 10 to 20 years to complete, will also save thousands of lives annually through the elimination of traffic hazards.

The $3,000,000,000 which is to be spent during the first three years, however, will pay for only a portion of the gigantic project to build a National System of Interstate Highways, modernize many miles of federal-laid highways not on the system, and build a connected system of farm-to-market roads. An over-all expenditure of $10,000,000,000 or more will be needed to complete the Interstate System, and this expenditure will provide not fewer than 6,247,000 jobs of one year's duration each.



Collier's

These jobs probably will be required to relieve unemployment during our transition from war to peace, but they will not be needed any more urgently than the new highway system itself.

To achieve this, about 40,000 miles of express highways will be built under the National Interstate plan. These roads, designed for traffic needs 20 years from now, will form direct links between our larger cities and industrial centers.

Rural sections of the highways will vary in width from 2 lanes to 6 lanes, depending upon the volume of traffic anticipated, but in most instances both roadways and right-of-ways will be broader than at present.

Standards recommended to the states provide that there be no hot-dog stands fronting immediately on the main highways, and no filling stations. Such facilities will be located only at selected points were access roads can lead to them.

Twenty-five years ago 30 miles an hour was regarded as sheer recklessness on most highways. Today the average driver hits an average speed of 47 miles per hour when he gets on a good road. The roads which are about to be built will be designed for speeds of 75 miles per hour.

For the generations of Americans coming back from this war, however, and for their sons and daughters, the National Interstate Highway System should prove a motoring paradise.—*From "40,000 Miles of Auto Heaven," by Maj. Gen. Philip B. Fleming, Administrator, Federal Works Agency, in American Magazine for August.*

A New Jap Shortage

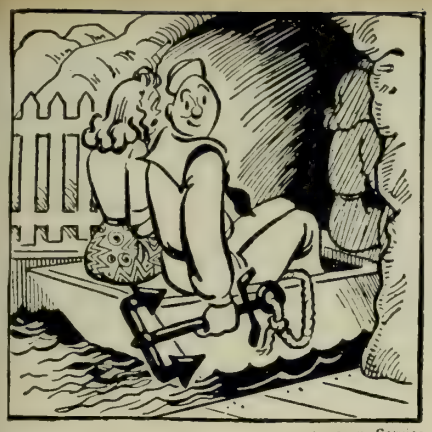
In the breakdown of the total score of 316 Jap planes put out of action [in a two-day strike against Formosa], there were figures which appeared to be highly significant.

On January 3, while destroying, probably destroying and damaging 204 planes on the ground, our fighters had shot down only 27 in the air. On the fourth, while attacking 82 on the ground, our fighters had shot down just three.

Here was dramatic evidence of a phenomenon which our fliers had first noticed over Luzon in December. In the next strikes, the evidence piled up.

On January 6 we began a two-day strike against Luzon . . . Again, not a single Jap plane came within many miles of the task force. . . . Again the score in terms of airpower showed that interesting disproportion. It was not particularly marked on the first day, when our fighters encountered 14 planes in the air, as against 47 on the ground. But on the second day, for 160 strafed, our fighters shot down in the air a lonely four Jap planes.

It was the same on the ninth, when we struck Formosa again, and along the Ryukyus as far as Okinawa and Ie Jima. The bombers sank or damaged some 50 ships and 60 small craft that day, and the fighters caught 103 planes on the ground. And yet from Formosa to Okinawa our squadrons met so little opposition that at the day's end, the score of Jap planes



Foreign Service

shot down had reached a grand total of five.

This was the phenomen which our fliers had first noticed in December—a growing reluctance on the part of the Jap air forces to meet carrier planes in combat. Now reluctance had become refusal. The Japs were hiding from us . . .

The phenomenon certainly gave the lie to all our past experience, which had shown the Japs to be almost hysterically agressive fighters. It could be explained partly by the shock effect of any carrier strike, partly by the constant cap, partly by Japan's ever-tightening shortage of aviation gasoline. But still the explanation needed one more fact to make it complete. The Japs were suffering another shortage. Pilots . . .

Not for a long time had our fliers met opponents as full of courageous guile as the Jap fliers of the early months of the war. Now, it seemed, we were killing off pilots faster than Jap training centers could replace them . . .

In early January, with the scanty pilot material at hand, the Japs almost certainly were figuring that to lose a plane on the ground was a far better bargain than to lose both a plane and a pilot in the air. For us, at the time, it all added up to the fact that the same little men who display the amazing fanaticism of the Kamikaze were running for cover now whenever carrier planes appeared overhead.—*From "So We Hit Them in the Belly," by Vice Admiral John Sidney McCain,* USN, *in The Saturday Evening Post for 21 July.*

Our Ally, China

China is on the way to a unity, a strength and an efficiency that will make her an aggressive and dependable ally. A hard, toilsome way, still thick with obstacles, but the climb is steady. In the final decisive stages of the war, when we will need a continental force to close with the enemy, I have the deep conviction that Chinese armies can be counted on for valuable contribution to the common effort.

These predictions have firmer base than hope or optimism. Today . . . the Chinese army is in process of reorganization, a new merit system is putting competent officials in key places, and the ancient supply service is being overhauled. Thanks to Donald Nelson and other American experts, China has a War Production Board, and order is being brought out of a well-night incredible chaos . . .

Progress is bound to be slow—heart-breakingly slow in all likelihood—and there is the chance that conditions may get worse before they get better. You don't change a country over from medievalism in a few years, and war-torn years at that. China started from miles behind scratch and, in spite of advances, is still behind scratch. But the people have the spirit, and their leadership has the will. . . .

The Chinese Navy, at the time of (Jap) invasion, consisted of six cruisers that were little more than training ships, and some 50 gunboats without firepower. Some 250 fighter planes, mostly old models, and a handful of trainers made up the air force. The army, while numbering around 2,000,000, lacked officer personnel schooled in modern combat, and was critically weak in heavy artillery and mechanized equipment.

Aside from being inadequately armed, the troops were poorly clothed and half fed. Wearing only thin cotton uniforms in better weather, soldiers tramped through snow in bare feet. Under an antiquated system of supply, the regular rice ration was supposed to be supplemented from money supplied to division commanders. . . . Often supplies were miles removed from troop concentrations and there were only human carriers . . . To this day I marvel that the Chinese managed to do as well as they did.—*From "Don't Count China Out," by Lt. Gen. Albert C. Wedemeyer as told to George Creel, in Collier's for 7 July.*

Home-Buyer, Beware

In the next few years many unwary home-buyers, including many returning veterans, are going to endanger their financial futures. Houses bought in haste will provide unhappy places in which to repent at leisure; so the wary buyer will move slowly . . . He will consider not only the present needs of his family but its probable future needs. He will appraise the special dangers of buying in the present hectic market. He will make his final decision only after he has considered all the possible alternatives by which his housing problem can be met.

No one doubts that we will have a building boom after the war. The question is, what kind of housing will be built? Unless a sizable portion of the new construction is in houses and apartments for rent, we may get a large crop of disilluisioned home-owners patching up shoddily built dream homes that cost a good deal more than they were worth. Operative builders quick to cash in on the shortage will throw together houses in pretty subdivisions, spotted with model homes, spick and span in their white paint, fresh shrubs, and furnishings lent by the local department store. With no attractive place to rent, families will find the temptation to buy almost irresistible. Under such conditions home-hunting families might best shelter wherever and however they can—in whatever niche or cranny they can stuff themselves into—until the situation eases and good housing becomes available. . . .

Buying a house is the largest single purchase most men ever make. If the man who can safely buy is sold an honest home by honest methods . . . the tradition of home ownership will perhaps fulfill its promises. But if too many families are hoodwinked by over-selling we may someday look back upon the nineteen forties as those fabulous days when men were fools enough to buy their own homes.—*From "Don't Get Stuck With a House," by John P. Dean, in Harper's for July.*

"Disabled" Drivers?

One of the first questions asked by the 12,500 veterans of this war who have lost arms or legs is: "Will I be able to drive a car again?"

Last week . . . in cars equipped with simple supplemental controls designed by the War Engineering Board of the Society of Automotive Engineers, amputees from the Percy Jones General Hospital, Battle Creek, Mich., raced, reversed, stopped, and parked expertly enough to pass the most rigid license inspection.

Started in July 1944 . . . the project involved a study of all driving aids developed in recent years in America and abroad, as well as the invention of new gadgets to fit all makes of cars, old and new models. Many can be installed without interfering with normal operation of the car.

Among the driving aids are:

- A modified steering-wheel knob shaped for a firm grip by either a dress artificial hand or a mechanical hook.
- Steering wheel throttle and brake levers, extending either to the right or to the left as the veteran requires, thus eliminating foot operation of brake pedal or accelerator.
- Hand-starter control lever which does away with the foot button.
- Clutch-pedal bar which enables a one-legged man to operate either clutch or brake pedal, or both simultaneously.
- Accelerator treadle extension permitting use of accelerator by left foot.
- Automatic cluth control which allows operation through accelerator treadle or interconnected handle throttle control.
- Electric direction signal which eliminates left-hand signals.
- A hill holder (cog on the drive shaft), which prevents the car from rolling back on inclines.
- Starter and light-dimmer switches on the dash, where they can be conveniently reached by the hand.

Preparation for driving is speeded up by practical muscular training. . . . Because of this workout, the handicapped man is said to be in better physical condition than the average civilian driver and, with some practice, he can handle a car just as skillfully.—*From "Driving for the Disabled," in Newsweek for 9 July.*

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through local channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Communications which violate these provisions may be returned via official channels. Do not send postage or return envelopes; no private reply will be made.

BEWARE OF CODs

SIR: Recently my parents received a letter which offered for sale a set of photographs which was supposed to contain pictures of the ship on which I am serving as well as photographs of an overseas base where I previously had duty. Naturally, they were eager to get these souvenirs.

The package came COD and cost $12.50. When they opened it, they found it contained useless pictures of natives and familiar scenes overseas, plus a photograph of a ship similar to the one on which I am serving.

I am writing to you so that you may call this fraud to the attention of others who may receive similar offers.—B.R.J., S1c, USNR.

• *Recent investigation by the Post Office Department has disclosed that numerous civilians and servicemen in the States have been requested by letter to buy at prices ranging from $2.50 to $15.00 sets of photographs similar to those which you describe. Personnel are advised to caution their family and friends not to accept COD packages of this type before they have had an opportunity to investigate whether the offer is on the level or a fraud.*—ED.

CROSSING THE KING

SIR: As a thoroughly initiated and full-fledged Shellback who holds no truck with miserable polywogs, mud-creatures, worms and land-lubbers, I protest to the answer you gave to H. J. V. in your June 1945 issue, saying that he was eligible for a Neptune Certificate for merely crossing the Equator when wartime operating conditions made it impossible to hold an initiation.

As one of King Neptune's legal representatives and emissaries I shall see to it that steps are taken to correct the idea that such slimey ilk as mentioned above receive Shellback Certificates without showing the King of the Deep all proper respect and humility.

And furthermore, those who are responsible for such indiscriminate awarding of the Shellback Certificate will find their backsides on the tender side the next time they venture into the Imperial Domain, be they admirals, captains, chief boatswain's mates or seamen second class.

I got my initiation while serving aboard the USS *Milwaukee*, and I really got initiated! Do not risk the king's displeasure. He's a haaaaaarrrrd man!—J. E. D., PhM1c, USNR.

• *We stick to our guns, in the face of danger.*—ED.

CHANGE OF RATE

SIR: Can a BM1c who is serving in lighter-than-air be changed to AR1c without his knowledge or consent? If so, what steps may be taken to return to BM1c and be transferred to general service? All rates up to and including BM2c were made in general service.—R. B., AR1c, USNR.

• *COs are authorized by Enclosure of BuPers Circ. Ltr. 297-44 (NDB, July-Dec., 44-1145) to effect changes of certain ratings to fill vacancies in allowance without reference to BuPers. Change of various ratings to airship rigger is included in foregoing authority. To be restored to a rating formerly held, request must be submitted to BuPers, via official channels. The same procedure applies to requests for change of duty.*—ED.

FANTAIL FORUM

SIR: In your June 1945 "Fantail Forum," p. 80, Charles W. O'Neill, AMM3c, says he's all for the life of a yeoman, when asked what rating he'd strike for if he had it to do over again.

Well, judging from the yeomen on this ship, he's way off the deep end. Our yeomen work day and night and still don't get their work finished. If O'Neill ever worked on monthly reports that a yeoman has to do, he'd want his AMM rating back again.

As for liberty, plenty of times ours have had to give up their liberty to get out some special work. And they've missed chow at times, getting out leave papers in a rush, so fellows wouldn't have to wait. Yes, yeomen do get to sit down, but they sit on their fanny day in and day out pounding a typewriter, which gets tiresome after awhile, just as standing up does. And as for knowing the inside dope, the rest of this crew usually knows what's going on far ahead of the yeoman.

Take it from me, the "soft life" of a yeoman isn't all that O'Neill has cracked it up to be.—R. A. S., SK3c.

IMPORTATION OF PETS

SIR: When I return from the Philippines, I would like to bring home some pets, including several fowls, a parrot and a monkey. Is there much red tape involved?—C. J. G., S1c.

• *Because of the serious risk to public health, it is almost impossible to import any animals or birds (particularly parrots and monkeys) from overseas. To import them would require strict compliance with a host of necessary but troublesome regulations issued by the United States Public Health Service, Navy Department, and Departments of Agriculture and Interior. Likewise the countries from which the animals or birds are exported have complicated health and customs rules that must be observed. These, combined with the fact that for all practical purposes it is impossible to obtain permission to transport them on Navy ships or planes, makes their importation more trouble than they could possibly be worth. In addition, Pacific Fleet Notice 26N-44 dated 31 Aug. 1944 sets up a quarantine against the importation of animals and plants into the Territory of Hawaii from all Pacific islands including Australia and New Zealand. Our friendly advice is: leave the birds and beasts overseas. You and your country will be better off if you do.*—ED.

CPO RATING BADGES

SIR: (1) Are the CPO rating badges with silver or white eagle and specialty mark, which are now being worn on gray uniforms, official? (2) Should the acorn on the Medical Corps gray shoulder boards be white?—D. K., Lt., USNR.

• *(1) No. (2) Yes.*—ED.

'WINGED RED CROSS'

SIR: Now that I have completed low pressure technician training, a division of aviation medicine, am I eligible to wear the winged red cross pharmacist mate insignia?—K. H. P., PhM3c., USNR.

• *No such insignia has been authorized.*—ED.

ADMISSION TO CPO CLUBS

SIR: Recently several transient CPOs quartered at a Navy receiving station overseas were denied admission to the CPO club. When they asked why they were not welcome, they were told that it was a "private" club for CPOs in the respective units only.

I am under the impression that being a CPO is all that is needed to gain admission to any CPO club on any naval base or station. Can you give us any information?—M. R. E., CMM.

• *All CPO clubs on Navy property were declared an integral part of the Navy by SecNav ltr. of 23 April 1945 (NDB, 30 April, 45-405). Consequently, "private" clubs on Navy property no longer exist. However, management and operation policies are left to the discretion of the CO of the station, who decides to whom the facilities of the club can be extended.*—ED.

LIBERATION RIBBON

SIR: Your article in the May 1945 issue, p. 72, which reported the eligibility rules for the Philippine Commonwealth ribbons, has created the false impression that those of us who participated in assault landings which did not require 30 days in the area—other than those on Leyte between 17-20 Oct. 1944—are not eligible for the liberation ribbon, even though we saw enemy action. Please clarify.—W.C., Lt. (jg), USN.

• *As stated in* ALL HANDS, *those who participated in any engagement against the enemy during the campaign are eligible for the liberation ribbon, which would make you eligible. To recapitulate, service personnel who meet any one of the following requirements are eligible for the Philippine Liberation ribbon:*

(1) If they participated in the initial landing operations on Leyte and adjoining islands from 17-20 Oct. 1944, which is defined as meaning if they landed on Leyte or adjoining islands, were on a ship in Philippine waters, or were crew members of an airplane which flew over Philippine territory.

(2) If they participated in any engagement against the enemy in the Philippine liberation campaign. This is defined to mean actually having been under enemy fire or air attack. No specific number of days need be spent in the area to fulfill this requirement.

(3) If they serve in the Philippine Islands or on ships in the Philippine area for 30 days or more from 17 Oct. 1944 to a termination date yet to be announced.

Those who meet one of the above requirements are eligible for the ribbon; those meeting two, get the ribbon and one bronze star; those qualifying under all three, earn the ribbon and two bronze stars.—ED.

REENLISTMENT WHILE IN V-12

SIR: Since I entered the V-12 program my enlistment in the regular Navy has expired. I was a MoMM1c before I entered V-12. If I choose to reenlist in the regular Navy while I am still in V-12, am I entitled to shipping-over pay?—F. W. V. W., AS, USN.

• *Yes, but you would be discharged and reenlisted as an AS, not as MoMM1c, and you would receive a reenlistment allowance of $25 for each year you had served, not $50 for each year which you would receive were you discharged and reenlisted as a MoMM1c.*—ED.

BRONZE ARROWHEADS

SIR: Are bronze arrowheads authorized for wear on area campaign ribbons by naval personnel who participated in the first wave of an amphibious assault?—E. C. McG, Lt. (jg), USNR.

• *War Department Circ. Ltr. No. 465 of 9, Dec. 1944 authorized ¼ inch bronze arrowheads to be worn on theatre service ribbons, in addition to the bronze operation star, by* members of the Army *who: (1) make a parachute jump into enemy held territory as part of an organized unit assigned a tactical mission, (2) make a glider landing in enemy held territory as part of an organized unit assigned a tactical mission or (3) participate in the assault waves of an amphibious landing on enemy held territory.*

They are not, however authorized for naval personnel, since it is held that the special insignia authorized for personnel assigned to paratroop and amphibious duties adequately recognize these special services and that the adoption of a bronze arrowhead would be a duplicate of the operation and engagement stars which have been established as a distinct memorial to important engagements.—ED.

NO STRINGS ATTACHED

SIR: Will we be obligated to serve additional time in the Navy when we are transferred from V-12 to NROTC?—K. B., AS.

• *No. Reserves will be required to serve for the duration and six months: regulars are in for the period of their enlistment, which is automatically extended for the duration and six months if the enlistment expires before that time. Reenlistment periods would, however, have to be served.*—ED.

AVIATION PAINTER INSIGNIA

SIR: Has a special rating badge been authorized for PtrV? If not, I would like to suggest that men of this rating be permitted to wear the old aviation carpenter's mate specialty mark.—B. P. W., CPtrV.

• *No special insignia has been authorized for Ptrv, nor is likely to be. Men of this rating wear the crossed-hatchets (without wings) specialty mark.*—ED.

DISPLAY OF CHURCH PENNANT

SIR: What is the proper procedure for hoisting and the proper position of the church pennant when the ensign is at half mast?—W. W. W., Lt. Comdr., (ChC)USN.

• *The church pennant is hoisted to a point just above the half-masted ensign.*—ED.

CAPTAIN'S EAGLES

SIR: Is there any regulation which specifies that the collar pin-on device for the rank of Navy captain is to be worn with the eagles facing toward or away from the tie?—R. F. K., CY, USNR.

• *Yes, Article H-6(b)(5) of Enclosure (B) of BuPers Circ. Ltr. 153-43 (NDB, cum. ed., 1943, 43-1327) states that the eagle's head is to face toward the front.*—ED.

DUTY ON SAN NICOLAS

SIR: My unit was stationed on San Nicolas Island (in the Pacific, off the coast of southern California) from November 1944 to February 1945. Am I entitled to 20% additional base pay as sea duty or foreign service pay for that period?—D. A. M., CY, USNR.

• *No. San Nicolas Island is part of the State of California and duty there is not considered either as sea or foreign service duty.*—ED.

CHIEF WARRANT INSIGNIA

SIR: What insignia should be worn on the garrison cap by chief warrant officers?—T. S. H., ChPayClk, USNR.

• *The commissioned officers' minature cap device on the left side and the corps device, in silver, on the right side.*—ED.

REDUCTION IN RATE

SIR: (1) Is there any truth to the belief that a man who came into the service as a PO1c, for instance, may not be broken below his original rate? (2) May a man be demoted more than one grade at a time by sentence of summary court-martial?—E.C.B., Lt., USNR.

• *(1) None whatever—(im)pure scuttlebutt! (2) Reduction in rating by SCM is one grade at a time. However, conviction by GCM can carry with it reduction in rating to AS.*—ED.

(SA): DAYDREAMING

SIR: Is there any truth to the scuttlebutt that men classified USN-1(SA)—special assignment—are soon to be discharged?—H. M. K., S1c., USN-1(SA).

• *No.*—ED.

NAVY SAVINGS PLAN

SIR: Does the Navy have any savings plan whereby a man may deposit money which will draw interest?—F.L.O., SC, USNR.

• *Yes; enlisted personnel in the Navy, Marine Corps and Coast Guard may make savings deposits on approval of their CO with their disbursing officer, either by checkage of their pay account or in cash. Under Navy Regs, Art. 1781(4), the money draws 4% interest per annum when left on deposit for six months or longer. Deposits are limited to one per month per man and to sums not less than $5.00 and not fractional parts of a dollar.*

Deposits made on the first day of the month either in cash or by pay-roll checkage are entered in the deposit record book as of that date, but a deposit made on any other day is entered as of the first of the following month. Deposit record books are retained by the disbursing officer carrying the pay account of the depositor. Withdrawals may be made on application. For details see BuSanda Manual, Art. 2166.—ED.

CASU DUTY

SIR: Why does duty with a CASU (Carrier Aircraft Service Unit) within the continental U.S. count as sea duty for officers while at the same time counting as shore duty for enlisted men?—C. W. D., Y2c, USNR.

• *It doesn't. For personnel permanently based with a continental CASU, such duty counts as shore duty for both officers and enlisted men for purposes of pay and rotation. It likewise counts as shore duty for promotional purposes for enlisted men, unless they are engaged in operations at sea for more than 50% of the days in a given period, provided that no day is counted during which the period of operations was less than four (4) hours. However, personnel assigned to flight duty would in most cases be aviation ratings, for whom no sea duty is required for advancement purposes.*—ED.

DISCHARGES

SIR: Is it possible for an enlisted man of the Merchant Marine Reserve, Class M-1, who is now serving on active duty with the Navy, to be released for return to his merchant marine status?—C. M. M., Y3c, USNR.

• *No.*—ED.

PRESIDENTIAL CROSSINGS

SIR: How did the late President Roosevelt cross the ocean when he attended "Big Three" conferences at (1) Casablanca, (2) Teheran, (3) Yalta?—J.P.Z., SAO3c.

• *(1) By presidential plane, a specially outfitted C-54, (2) The* USS Iowa, *(3) the* USS Quincy.—ED.

AVIATION RATING BADGES

SIR: Strangely enough, we are able to buy both right and left arm ABM rating badges. The plane handlers aboard this ship would like to know which is correct.—B. E. H., ABM(PH)3c.

• *All aviation ratings are worn on the left arm.*—ED.

CPO CAP DEVICE

SIR: The miniature CPO garrison cap device is so small that it is often confused with an officer's insignia. Is it permissible to wear the regular-size insignia?—J. L. S., CMaM, USNR.

• *No; the miniature device was made mandatory by BuPers Circ. Ltr. 97-44 (NDB, Jan.-June, 44-383).*—ED.

SK WANTS (D) DELETED

SIR: When the qualifications for Storekeeper D were issued my rate was changed to SK-KD2c. At that time I was in pay grade 3 and have now completed 18 months in the same pay grade. I have not been advanced since our ship's allowance list does not include a SKD1c, and knowing the size of an MTB unit, it would seem doubtful that we will ever rate one.

Since I have been in MTBs for over two years and am a graduate of SK school which qualifies me for SK duties, is there any way whereby the "D" may be deleted from my rating?—L. J. T., SKD2c, USNR.

• *Requests for such changes may be forwarded, via official channels, to BuPers for consideration.*—ED.

Limited space makes it impossible to print more than a small proportion of the letters received each month. Only those of widest interest, for which the answers are not readily available at ships and stations, can be selected. If your letter does not appear, it is suggested that you check back through recent issues of ALL HANDS, since many letters must be eliminated because they have been answered by previous material in the Letters column or elsewhere.

POSTWAR NAVY PROBLEMS

SIR: Will regular and reserve enlisted men who now hold temporary ratings revert to their permanent rates in the postwar Navy?—K. E. W., MoMM1c.

• *Until such time as the size of the postwar Navy has been established by Congress, it is not possible to determine what adjustments in ratings will need to be made.*—ED.

CREDIT FOR TIME IN V-8

SIR: Your letter on credit for time in V-12 (May 1945 issue, p. 39) says that time spent in the college training program does not count toward advancement in rating because trainees do not retain their ratings but become AS upon entering training. What about V-8 (Aviation Pilot Training Program) personnel who are returned to general service?—J. B., Y1c, USNR.

• *Time spent in V-8 counts toward advancement in rating because V-8 trainees retain their ratings throughout training, thereby meeting service requirements that specific periods be served in the next lower pay grade to be eligible for advancement.*—ED.

WAVE GUNNERS

SIR: How many Wave gunner's mates are there?—C. D. A., F1c.

• *None, as the GM rating is not open to Waves. However, there are 460 Waves in Sp(G) rate, who are assigned to teach aerial and ground gunnery.*—ED.

VOLUNTARY REDUCTION

SIR: Is there any procedure whereby a man may have his rate reduced at his own request?—P. J. L., SoM1c, USNR.

• *Yes, requests may be submitted to BuPers, via official channels, stating the reasons why a reduction in rating is desired. If the request is approved, the man is required to sign a statement on page 9 of his service record certifying that he voluntarily requested a reduction in rating.*—ED.

TERMINAL LEAVE

SIR: Are enlisted men who are serving as officers under temporary commissions eligible for terminal leave?—T.W.K., Lt. (jg), USN.

• *No distinction is drawn between temporary and permanent officers. Both are eligible for terminal leave. For details see* ALL HANDS, *March 1945, pp 17 and 72.*—ED.

SEA DUTY FOR PROMOTION

SIR: I had more than a year of sea duty as Y3c but have had none since (that is, none while Y2c or Y1c). Is the more than a year as Y3c sufficient to meet the sea-duty requirements for CY?—D. F. S., Y1c.

• *No. Sea-duty requirements for promotion to CPO are at least six months sea-duty, either in pay grade 2 (PO1c) or in pay grade 3 (PO2c), or a combination of the foregoing which will total six months.*—ED.

MAY WEAR ARMY RIBBON

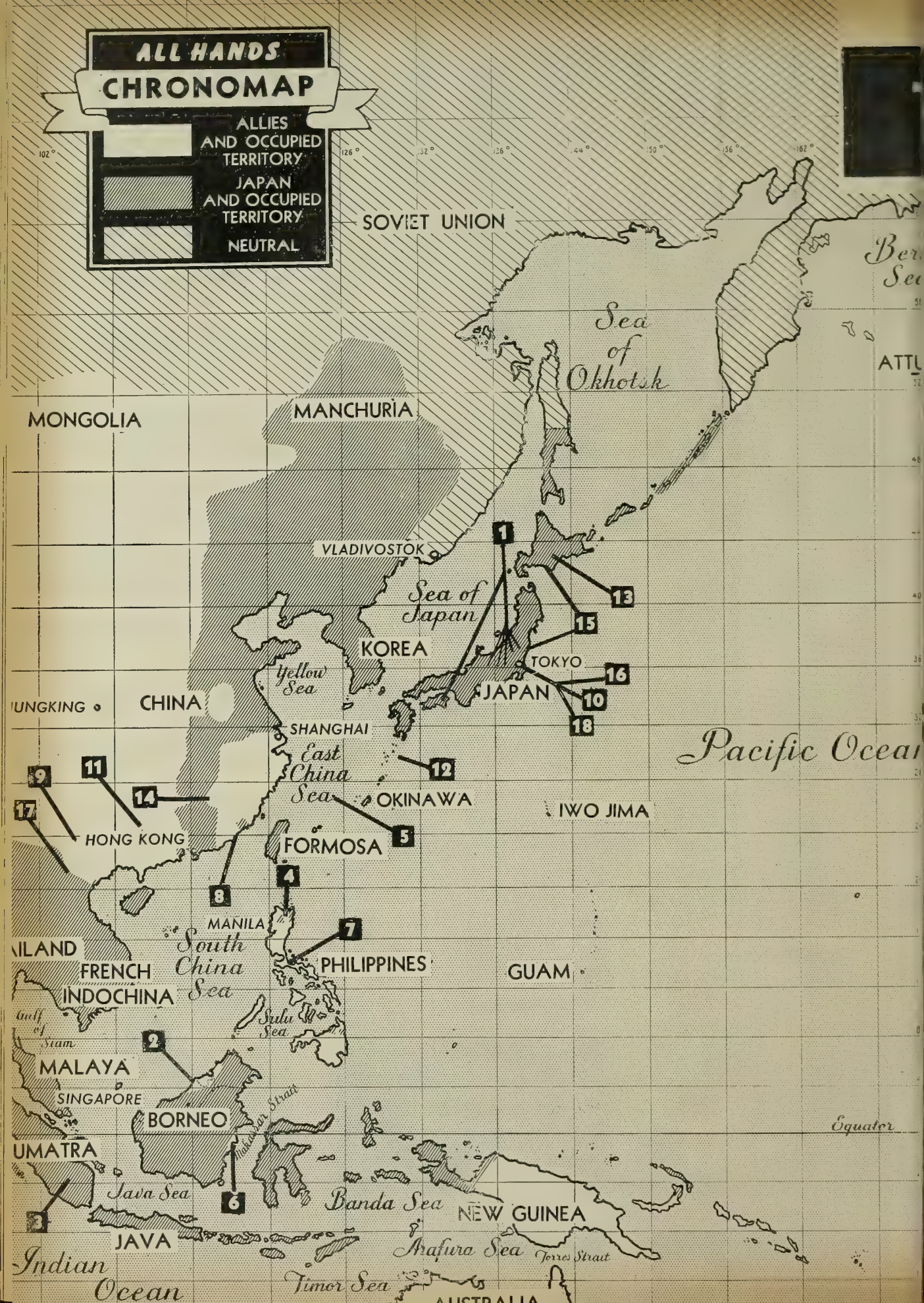
SIR: While in the Army I received a Good Conduct ribbon. May I wear it on my naval uniform?—I. W. L., S1c.

• *Yes.*—ED.

APPOINTMENT AS ENSIGN

SIR: After being recommended to BuPers for appointment as ensign, USNR, in December 1943, I was unable to accept because I was in a limited-duty status. I will appear before a board of medical survey in August and expect to be returned to "all the duties of my rating." What procedure must I go through to have this appointment re-issued?—E.H.A., ACMM, USN.

• *Your CO can submit a new recommendation for your appointment to BuPers if he so desires in accordance with Paragraph 18, Appendix "A" of BuPers Circ. Ltr. 126-45 (NDB, 15 May, 45-504); see* ALL HANDS, *June 1945, pp. 72-73.*—ED.


ALL HANDS
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MANCHURIA
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CHINA
SHANGHAI
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OKINAWA
IWO JIMA
Pacific Ocean
HONG KONG
FORMOSA
MANILA
South China Sea
PHILIPPINES
GUAM
FRENCH INDOCHINA
Sulu Sea
MALAYA
SINGAPORE
BORNEO
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Equator
SUMATRA
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Banda Sea
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HE MONTH'S NEWS

NAVY GUNS POUND JAPAN ... AIR WAR INTENSIFIED . . . BIG THREE CONFER

PERIOD 21 JUNE THROUGH 20 JULY

Descending Doom

A bruised and shaken Japan, faced with all the factors that eventually spell defeat, last month rocked under the mightiest blows from air and sea that any nation has ever had to take and watched the remains of its stolen island empire being ripped from its greedy clutches. America's massive sea and aerial fleets hammered the home islands from the Kurils to Kyushu while Hirohito's harassed henchmen sent frightened cries of "invasion is near" over the air waves.

U. S. and British fleet ranged the seas unchallenged, so close to Japan that their keels barely cleared the mud. Bombers and fighters of every description thundered in increasing streams over scores of cities and thousands of square miles, burning, blasting, destroying.

Against these challenges to come out and fight, the Japs were either unable or unwilling to put up any resistance: their fleet was almost nonexistent, their naval air power was smashed, their army air force apparently lacked fuel to take to the air.

The Japs' fear of invasion was well founded. Many high American leaders —all veterans of Pacific combat—emphasized the imminence of such an action. Boiled down into one, their collective statements amounted to this: "We can land on Japan any time and any place we choose and in sufficient strength to finish the job."

Fleet Hits Japan

There were no planes, no ships and only a timid spattering of fire from shore batteries to oppose them. The big battlewagons, their 16-inch guns pumping ton after ton of high explosive shells into targets that flamed and erupted and collapsed, paraded brazenly only a few hundred yards off shore, completely ignoring the fact that the shore was the enemy's—Japan.

For two ear-splitting hours, beginning at noon on 14 July, the 35,000-ton battleships *Massachusetts*, *Indiana* and *South Dakota*, the cruisers *Chicago* and *Quincy*, and the destroyers *Black*, *Erben*, *Heermann* and *Southerland* pounded away at Kamaishi, vital steel port on the island of Honshu, 275 miles north of Tokyo.

Targets, for the 16-, 8- and 5-inch rifles of the fleet were the huge Kamaishi steel mill and dockyards sprawling along the water's edge. When the ships finally put back to sea, after steaming in sight of the coast for more than five hours, the steel mill was completely demolished and adjacent coke ovens were blazing furiously.

The assault was the first surface attack on Japan since 1863 when three American warships destroyed a shore battery that had been firing on neutral shipping.

Just as had carrier-borne aircraft in previous attacks, the fleet caught the enemy completely by surprise. Following a heavy carrier raid on Tokyo four days before (p. 42), Tokyo radio confidently gushed that the 3d Fleet was heading south, only to have it turn up in the north with more bombs dropped in coordination with the fleet shelling.

Next day, another fleet of colossal warships—this time the Navy's newest battleships, USS *Iowa*, USS *Missouri* and USS *Wisconsin*—appeared off Hokkaido Island, 250 miles farther north, and began pummeling Muroran, another steel city at the entrance to Uchira Bay.

On the dawn of 17 July the fleet that had wiped out Muroran, reinforced by heavy units of the British Navy, began the biggest fleet strike of the war. Only 50 miles northeast of Tokyo the industrial city of Hitachi writhed and burned under the explosions of 2,000 tons of shells fired from battleships, cruisers and destroyers led by the *Iowa* and HMS *King George V*. Although the night was foggy and a low overcast and rain prevented aerial observation, the ships moved in firing full nine-gun salvos at steel works, munitions plants and engineering factories. Not even a rowboat put out from shore to offer resistance to the attackers. Several cities were hit including Sukegawa, Takahagi and Miri, all in the vicinity of Hitachi.

Nor was that the end of the week-

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WHAT HAPPENED & WHERE

1. Five Honshu cities attacked by B-29s (22 June), opening month-long incendiary and high-explosive assaults which partially destroyed 40 Jap cities in 13 raids.
2. Australians hop 80 miles down Borneo coast, land at Lutong (22 June), capture Miri (27 June) completing reconquest of West Borneo oil fields.
3. British carrier planes raid Sumatra (24 June).
4. 37th Infantry and 11th Airborne Divisions link up in Luzon's Cagayan Valley, splitting Jap forces into 3 pockets (28 June).
5. Marines invade and capture Kume Island, west of Okinawa (30 June).
6. Australians land at Balikpapan (1 July). Dutch forces invade north shore of Balikpapan Bay (10 July).
7. General of the Army MacArthur declares all Philippines liberated (5 July).
8. Jap Marines land on southeast China coast (9 July) but retreat under Chinese counterattack.
9. Tanchuk, former U. S. air base, recaptured by Chinese (10 July).
10. More than 1000 carrier planes hit Tokyo and broad stretch of Honshu coast (10 July).
11. Sincheng (11 July) and Liuchow (12 July) other former U. S. bases, recaptured by Chinese.
12. Announce hurricane damaged 21 vessels of U. S. Fleet between Okinawa and Kyushu on 5 June (14 July).
13. 1000 carrier-borne aircraft pound Hokkaido in northern Japan (14 July).
14. Kanhsien, former U. S. air base, falls to Chinese (16 July).
15. Big U. S. Fleet shells Jap steel cities at point-blank range (14-17 July).
16. Tokyo plastered by 1500 U. S. and British carrier planes (17 July).
17. Jap puppet troops revolt in French Indochina enabling Chinese to capture Moncay (18 July).
18. Camouflaged remnants of Jap Fleet hammered by U. S. carrier planes in Tokyo Bay (19 July).

LAST SEPTEMBER

U. S. forces in the Central and Southwest Pacific seized final stepping stones to Leyte by invading the Palau Islands, Ulithi and Morotai, while powerful task forces of the 3d Fleet struck boldly at the Philippines themselves with crippling air-sea strikes at Jap air, shipping and ground installations.

SEPTEMBER 1945

SUN	MON	TUE	WED	THU	FRI	SAT
*	*	*	*	*	*	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23/30	24	25	26	27	28	29

What will we do this year?

long, unprecedented bombardment. On 19 July a force of six light cruisers and destroyers sped up to Nojima Cape, 55 miles south of Tokyo, and hurled shells at what should have been the most heavily fortified coastal district of Japan. Yet they drew no retaliatory fire during a bombardment lasting several hours.

Although all four of these operations were conducted without damage to the Fleet, U. S. warships ran into difficulty early last month but not from enemy action. A howling typhoon, ripping through the Western Pacific at 138 miles an hour, crippled more than 21 Third Fleet ships on 5 June between Southern Japan and Okinawa. The cruiser *Pittsburgh* suffered the most damage when two heavy seas ripped off 104 feet of her bow. No men were lost because damage control parties had already evacuated the forward section of the vessel. Thin bulkheads were shored and the cruiser made her way back to Guam under her own power. The severed bow was discovered later by a Navy tug which radioed: "We have sighted a suburb of Pittsburgh and have taken it in tow."

Other ships damaged but now back in action included the battleships *Massachusetts*, *Indiana* and *Alabama* and the carriers *Hornet*, *Bennington*, *San Jacinto* and *Belleau Wood*.

The Third Fleet was not the only one to see action last month. Admiral Thomas C. Kinkaid's 7th Fleet penetrated the waters of Macassar Strait between Borneo and Celebes Island late in June and fought off an airborne torpedo attack, shooting down three Jap planes. Later the fleet returned to Borneo, bombarding shore positions deep in Balikpapan Bay.

Far to the north, units of the North Pacific Fleet penetrated the Sea of Okhotsk, northwest of the Kurils, and sank a medium cargo ship, a small cargo ship and a large tug, probably sank another small vessel and damaged another. Japanese radio reported that U. S. submarines shelled Karafuto, the Jap half of the Russo-Japanese isle close to the Asiatic Coast, on 2 July, and that five surface ships shelled the area next day.

Torrent of Fire

Bombs fell on Japan last month in a torrent of fire and destruction that left more than 40 cities on Honshu, Kyushu, Hokkaido and Shikoku blazing infernos. Air strikes rose to a new height of fury with shipping, transport and air bases buckling under the massive assaults that totaled as many as 1,500 carrier planes and 600 Superfortresses in a single blow.

Official U. S. Navy photograph

UNBOWED is literally the way the cruiser Pittsburgh returned to Guam after 120-knot typhoon flayed the 3rd Fleet. Shorn bow was recovered, towed in.

Thirteen times the great B-29s lifted into the skies from the Marianas and roared over Japan, sometimes splitting into as many as five forces, each pounding a separate city or oil refinery. Four times the carriers swept up close to enemy shores and launched hundreds of fast planes in powerful sweeps on shipping, airfields and cities. Two of the carrier strikes pummeled Tokyo in hours-long raids. Army Thunderbolts and Invaders, Marine Corsairs and Avengers, Navy search Privateers and Liberators pounced on enemy ships or laced airfields with rockets, bullets and bombs.

The carrier strikes were the most audacious yet mounted against the Jap homeland and were coordinated with U. S. and British Fleet bombardments of Jap coastal cities (p. 41) and with preparatory and diversionary assaults by B-29s, Iwo-based Mustangs, and Corsairs, Mitchells, Thunderbolts and Mustangs from Okinawa.

Early on the morning of 10 July the massacre began. Some 550 Superforts lumbered over before dawn, putting to the torch the minor war production cities of Sendai, Gifu, Sakai, Yokkaichi and Wakayama with 3,500 tons of explosives and incendiaries. With the light of the blazing cities to guide them the carrier planes struck, smashing straight at the ruined Jap capital and its 70 to 80 surrounding airfields. Standing off Japan, Vice Admiral John S. McCain's Task Force 38 carriers sent wave after wave over Tokyo until at least 1,000 aircraft were blasting the city with bombs and rockets.

Admiral McCain made no bones of his intentions or his location. Repeatedly he broke radio silence to give a running account of the strike and even named the carriers *Lexington*, *Essex*, *San Jacinto* and *Independence*, and the battlewagons *Iowa*, *Indiana*, *Massachusetts* and *South Dakota* as part of his task force.

Kyushu's airfields, from which suicide planes ordinarily take off, were hit repeatedly by the 5th Air Force Mustangs from Okinawa while other fighters struck as far north as the Yellow Sea, strafing airfields, communications and shipping and diverting attention from the carriers.

Throughout the entire attack, in which at least 2,000 planes participated, no serious defense was offered by the Japs. TF 38's planes alone destroyed or damaged 340 enemy planes on the ground and shot down two prowlers which dared to near the fleet.

While Jap leaders speculated on the whereabouts of the 3d Fleet after it had broken off the attack, preparations were under way for another big strike, this time with the battlewagons turning their big guns on targets instead of only protecting the carriers.

Sprinting 250 miles to the north, the carriers struck again, this time against shipping, cities and installations on southern Hokkaido and northern Honshu. Again 1,000 planes were launched.

Climax to the naval battering came on 17 July when 1,500 carrier planes —some from a British task force which had joined the 3d Fleet the day before—again hammered at Tokyo and the surrounding area. While U. S. planes shot up installations in and around the capital, sinking small craft and destroying or damaging plane

CASUALTY FIGURES

Casualty figures among naval personnel through 20 July totaled 136,256. Totals since 7 Dec. 1941:

	Dead	*Wounded*	*Missing**	*Prisoners**	*Total*
U. S. Navy.....	31,237	22,623	10,466	2,042	66,368
U. S. Marine Corps.	18,402	47,747	902	1,721	68,772
U. S. Coast Guard.	808	213	95	0	1,116
Total	50,447	70,583	11,463	3,763	136,256

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.

hangars, locomotives, factory buildings and oil dumps, the British hit airfields at Niigata, Matsushima and Masuda, destroying 13 enemy planes on the ground, three locomotives and damaging a railway station, barracks and hangars.

For the second day the Navy planes roared in but this time in poor weather which obscured the results. On the third day the assault continued around the Tokyo area. Some 250 of the bombers and torpedo planes found what they had been looking for. Hiding in Yokosuka naval base in Tokyo Bay, about 18 miles southeast of the capital, they found Jap Fleet units under camouflage. Although met with accurate, intense antiaircraft fire, they pressed home the attack. No reports of damage have been announced as yet.

Starting on 22 June with a five-way bombing of Jap cities on Honshu, the B-29s continued their fire and bomb raids at intervals throughout the month. Targets were smaller industrial cities, most of which had not yet felt the whiplash of American air power, and oil refineries bombed in small precision raids. Eight times the Superforts made multiple raids on four or five cities on Honshu or Shikoku.

BOMB BURST blooms in Borneo as six 7th Fleet Venturas and eight Army Lightings sow havoc in Jap base at Brooketon. Target was 95 percent destroyed.

Topside Shift

Top-ranking Navy and Army officers were reassigned to new jobs last month in moves coordinated with the rapidly mounting offensive against Japan and designed to utilize their combat experience in the planning and direction of the final phases of the Pacific war.

In the largest shift of top commands ever announced at one time, the Navy Department announced changes of duty for 29 flag officers, including two Fast Carrier Force commanders, Vice Admiral Marc A. Mitscher, USN, and Vice Admiral John S. McCain, USN. Admiral Mitscher will take over the duties of DCNO(Air), succeeding Vice Admiral Aubrey W. Fitch, USN, who goes to the Naval Academy as Superintendent and Commandant of the Severn River Naval Command. Admiral McCain will be relieved as Commander, Second Carrier Task Force, by Vice Admiral John H. Towers, USN, and will report to SecNav for duty and an unannounced further assignment.

Other Navy duty changes announced on 14 July include:

Admiral Henry K. Hewitt, USN, member of the General Board, will relieve Admiral Harold R. Stark, USN, as ComNavEu. Admiral Stark will retire, having passed the statutory retirement age.

Rear Admiral Frederick C. Sherman, USN, will succeed Admiral Mitscher as Commander, First Carrier Task Force, Pacific.

Rear Admiral John R. Beardall, USN, whose Academy post will be taken by Admiral Fitch, will relieve Rear Admiral Howard F. Kingman, USN, as Commandant, 15ND, and Commander, Panama Sea Frontier and Southeast Pacific. Admiral Kingman will report to CincPac for assignment.

Rear Admiral Van H. Ragsdale, USN, Commander, Fleet Air, Alameda, Calif., has assumed additional duty as Commander, Fleet Air, West Coast, relieving Rear Admiral Alfred E. Montgomery, USN, who relieves Vice Admiral George D. Murray, USN, as ComAirPac.

Admiral Murray will relieve Vice Admiral John H. Hoover, USN, as Commander, Marianas.

Admiral Hoover will relieve Admiral Towers as Deputy CincPac and CincPoa.

Vice Admiral William R. Munroe, USN, will be detached as ComSoLant, to relieve Vice Admiral Robert C. Giffen, USN, as Commander, Caribbean Sea Frontier and Commandant, 10ND.

Admiral Giffen will relieve Vice Admiral Sherwoode A. Taffinder, USN, ComSerForLant, while the latter will relieve Vice Admiral David W. Bagley, USN, as Commander, 14ND and Hawaiian Sea Frontier.

Admiral Bagley will relieve Vice Admiral Alfred W. Johnson, USN (Ret), as member of the U. S.-Mexican Defense Commission and member of the Permanent Joint Board of Defense, U. S. and Canada, and Admiral Johnson will return to inactive duty.

Rear Admiral Edward W. Hanson, USN, recently detached from temporary duty in BuPers, will relieve Rear Admiral William R. Furlong, USN, as Commander, Navy Yard, Pearl Harbor. Admiral Furlong will report to the Chief of Naval Personnel for temporary duty pending retirement.

Rear Admiral W. H. P. Blandy, USN, commander of an amphibious group, Pacific, whose relief has not yet been nominated, will relieve Rear Admiral Walden L. Ainsworth, USN, as Commander, Cruisers, and Commander, Destroyers, Pacific.

Admiral Ainsworth will relieve Rear

Official U. S. Navy photographs

THEY'RE DOWN; THEY'RE UP! That's the story of Jap ships in Okinawa. First the Navy sank 'em; then salvaged 'em to clear harbors for our Fleet.

Admiral David M. LeBreton, USN, as Commandant, 5ND and Commander, NOB, Norfolk. Admiral LeBreton will become President of the Naval Examining Board.

Rear Amiral Francis W. Rockwell, USN, whose functions as Commander, Amphibious Training Command, Atlantic, have been absorbed by Commander Training, Atlantic, will relieve Rear Admiral Gilbert J. Rowcliff, USN, as senior member, Board of Inspection and Survey, West Coast. Admiral Rowcliff will retire.

Rear Admiral Louis E. Denfield, USN, Commander of a BatDiv, will report to SecNav for duty. No relief has been nominated.

Rear Admiral Russell S. Berkey, USN, commander of a cruiser division, Pacific, will report to CNO. No relief for him has been nominated.

Rear Admiral James L. Holloway, USN, will relieve Rear Admiral Francis C. Denebrink, USN, as Commander, Fleet Operational Training Command, Pacific. Admiral Denebrink will report to CincPac for further assignment.

Most of the Army changes dealt with air power in the Pacific as the result of the program of redeployment from Europe. Two top generals who were responsible for the bombing of Europe have been shifted to the Pacific. Gen. Carl Spaatz, former European strategic air force chief, now heads strategic bombing in the Pacific. Lt. Gen. James Doolittle, who headed the 8th Air Force in Europe, will command the same outfit, under Gen. Spaatz, in the Pacific.

Gen. George C. Kenney, General of the Army MacArthur's air chief since the early days of the war, has assumed command of all Army tactical air forces in the Pacific.

Official U. S. Navy photograph

POWERHOUSE BELOW! Two Navy planes survey a sector of the transport area on the west coast of Okinawa. Visible under first plane is Kadena airfield.

Lt. Gen. George E. Stratemeyer, former commanding general, Army Air Forces, India-Burma theater, now holds a comparable post in the China theater.

Maj. Gen. Claire L. Chennault, famous commander of the old Flying Tigers, resigned his post as commander of the 14th Air Force.

Other Army changes included the appointment of Lt. Gen. Robert C. Richardson Jr. as commanding general, Middle Pacific; Lt. Gen. Wilhelm D. Styer, commanding general, Western Pacific; Lt. Gen. Lewis H. Brereton, former commander of the 1st Allied Airborne Army, as commanding general, 3d Air Force; Gen. Jacob L. Devers, former commander of the 6th Army Group in Europe, as commander, Army Ground Forces, succeeding Gen. Joseph W. Stilwell who now commands the 10th Army in the Pacific.

The WAC also had a new commander last month. Col. Oveta Culp Hobby, chief of the corps since its organization three years ago, resigned and was succeeded by Col. Westray Battle Boyce, deputy Director of the WAC since last May.

New Air-War Base

"There will be more airfields on this island than ever were squeezed on any patch of land this size in the world."

The words were those of Commodore Andrew G. Bisset, (CEC) USN, commander of construction troops. The island is Okinawa which last month began to pay off for the thousands of American lives lost afloat and ashore during the bitter battle for that largest of the Ryukyus.

Although Kamikaze planes sporadically plunged out of the sky and groups of isolated Japs skirmished with infantry and Marine patrols, Okinawa was already serving as a base for fighter and bomber attacks against the Jap home islands.

Already in control of Okinawa, the Kerama group to the southwest and small islands nearby, U. S. forces reached farther westward during the month as patrols occupied little Kume Island, 45 miles west of Okinawa and 300 miles from the China coast.

Fleet Admiral Nimitz also disclosed that Marines had occupied—early in June—the islands of Iheya and Aguni, the former 20 miles northwest of Okinawa's northern tip, the latter 30 miles west of central Okinawa. In

COMPARATIVE CASUALTIES IN PACIFIC

American sailors, marines and soldiers are killing 17 Japs for every U. S. serviceman killed in action in the Pacific, statistics released by the OWI and the War Department last month disclose. Even including wounded and missing Americans the rate is four Jap dead for every American casualty. The table below shows comparative casualties of American and enemy forces from Guadalcanal through Okinawa. The figures on Japanese dead do not include a great many thousand drowned or killed in ships or barges sunk or damaged by aerial and Navy action, or killed by bombing behind Japanese lines, or fatally wounded or diseased in the garrisons which have been cut off and isolated.

	U. S. NAVY & MARINES			U. S ARMY			JAPANESE
	Killed	*Wounded*	*Missing*	*Killed*	*Wounded*	*Missing*	*Killed or Captured*
Guadalcanal	1,053	2,620	58	529	1,817	..	25,000*
Attu	....	....	..	342	1,115	58	2,525
New Georgia	....	....	..	835	3,494	..	25,000*
Papua	....	....	..	687	2,186	..	7,050
Arawe	....	....	..	118	352	4	586
Bougainville	....	....	..	446	2,368	12	12,503
Gilberts	988	2,087	3	66	187	..	6,000
Cape Gloucester	....	....	..	326	844	2	4,652
New Guinea	....	....	..	40	111	10	1,235
Marshalls	399	1,240	15	177	1,037	..	17,386*
Admiralties	....	....	..	237	1,032	11	4,174
Aitape	....	....	..	597	1,989	85	9,113
Hollandia	....	....	..	88	459	17	5,179
Wakde	....	....	..	630	1,742	41	5,054
Biak	....	....	..	530	2,570	54	6,958
Marianas	4,453	20,273	719	1,235	5,514	415	53,195
Noemfoor	....	....	..	76	521	19	2,866
Sansapor	....	....	..	13	29	2	959
Palaus	1,198	4,974	..	251	1,465	13	13,460
Morotai	....	....	..	26	116	12	111
Philippines	....	....	..	11,914	40,388	529	428,732
Iwo Jima	4,189	15,308	..	....	....	..	21,200
Okinawa**	7,480	1[illegible],389	..	4,417	17,033	..	115,899
TOTALS	19,760	63,891	795	23,580	86,419	1,284	768,837

*Estimated.
**Okinawa campaign killed and wounded totaled together.

none of the invasions was any Jap opposition reported.

Previously unreported casualties continued to increase the cost of conquest of the strategic island. Navy losses, according to last reports, were 4,907 killed or missing and 4,824 wounded which, added to Army and Marine Corps casualties, raise the total to 11,897 killed or missing and 34,422 wounded for a total of 46,319.

Enemy losses, also increasing during the mop-up stages, totaled 115,899, including more than 9,000 captured.

Underwater War

Hard-pressed to find targets for their torpedoes as Japan's Navy and merchant fleet, hounded by air and surface craft, dwindled to next to nothing, Allied submarines operating in the Pacific last month sank an enemy cruiser and 10 other vessels in Far Eastern waters.

The cruiser, a 10,000-tonner of the *Haguro* class, was destroyed by a British submarine HMS *Trenchant*—operating under U. S. Navy control in the southwest Pacific.

The 10 other vessels destroyed, all by American undersea craft, included a converted gunboat, a patrol escort vessel, four medium merchant vessels, a large tanker, two small merchant vessels and a small tanker.

Two U. S. submarines were reported overdue from patrol and presumed lost. They were USS *Kete* and USS *Trigger*. Other American losses reported during the month were four minesweepers—USS *Salute*, *YMS 39*, *YMS 50* and *YMS 365*—off Borneo, and the destroyers *Twiggs* and *William D. Porter*, victims of suicide planes, off Okinawa.

War Ends in the Philippines

General Tomoyuri Yamashita, the Japanese commander in the Philippines who boasted last November that he would demand "unconditional surrender" from General MacArthur, once commanded 450,000 Japanese troops. Today, if he's still alive, the Jap general may have 30,000 left but they're scattered throughout the island of Luzon, without communications, adequate food supply or any hope of reinforcement or rescue.

The end of the war in the Philippines was announced by General of the Army MacArthur. He said "The entire Philippine Islands are now liberated and the Philippine campaigns can be regarded as virtually closed" on 5 July, seven days after he disclosed the fall of Luzon with the juncture of the 37th Infantry Division and the 11th Airborne Division in Cagayan Valley.

TINDER-BOX SCORE

The following is a partial list of Japanese cities hit by B-29 Superfortresses of the 21st Bomber Command, showing the percentage of each destroyed from 24 Nov. 1944 to 9 July, as announced by the War Department:

City	*% Destroyed*	*Population*
Tokyo	51	6,788,804
Osaka	26	3,252,340
Amagasaki	11	*
Nagoya	22	1,328,084
Yokohama	44	968,691
Kobe	51	967,234
Kawasaki	25	154,748
Hamamatsu	70	165,000
Kagoshima	44	181,736
Yokkaichi	35	102,000
Omuta	2.5	177,000
Toyohashi	52	242,000
Shizuoka	66	212,000
Fukuoka	20	323,317
Sasebo	18	206,000
Moji	29	140,000
Nobeoka	36	80,000
Shimonoseki	36	196,000
Okayama	63	163,000
Kure	46	275,000
Kochi	48	106,000
Tokushima	74	120,000
Takamatsu	78	110,000
Himeji	72	104,000

* Included as part of Greater Osaka.

"Some minor isolated action of a guerrila nature in the practically uninhabited mountain ranges may occasionally persist," said the general, "but this great land mass of 115,600 square miles with a population of 17 million is now freed of the invader."

American Army losses during the campaign — since the landings on Leyte 20 Oct. 1944—totaled approximately 54,000 killed, wounded and missing. The campaign was fought by 17 American divisions against elements of 23 Jap divisions and, said General MacArthur, was "one of the rare instances when in a long campaign a ground force superior in numbers was entirely destroyed by a numerically inferior opponent."

Credit was given the Navy and the air forces. "Working in complete unison the three services inflicted the greatest disaster ever sustained by Japanese arms . . . [the Navy] reduced the Japanese Navy to practical impotence."

Winning Borneo's Oil

Already in a precarious state for lack of fuel for its air force, Japan suffered further punishing blows last month as Australian and Dutch troops landed in other sections of Borneo and captured some of the great fields and refineries which have supplied the Nips for the past three years.

Although the Japs had effectively destroyed most equipment before retreating, the Allies held all three great oil centers in the Borneo area. Tarakan fell on 23 June after 54 days of fighting. Experts said that although Jap destruction had been effective they expected to renew oil production in a comparatively short time.

Eighth Year of War

China rounded out its eighth year of war with Japan last month with cracking offensives on all but one of its many fronts and by recapturing

Official U. S. Army Signal Corps photographs

KICKLESS CANNON, battle-tested in Europe and used by the Army on Okinawa, give infantry the firepower of artillery. The 45-pound 57mm (left) can be fired from shoulder. The 110-pound 75mm is mounted on machine-gun tripod.

four former U. S. air bases and seriously threatening another.

Hitting with more power than ever before, the Chinese armies completely cleared all of southern Kwangsi province to the French-Indochina border and, taking advantage of a revolt among Jap puppet troops from Thailand, swept into the Indochinese seaport of Moncay, on Japan's direct shipping route to southeast Asia.

Two of the four former airdromes — once used by B-29s — were in Kwangsi. Liuchow, the largest, fell after a prolonged siege while Tan chuk, in the western part of the province, was taken during a general advance. In Kiangsi Province, cut off from the rest of China by the Jap defense line running in an arc from Shanghai to Hong Kong, two more bases toppled before vicious Chinese attacks. The main drive was aimed at Kanhsien which fell after a five-day battle. Troops on the march for Kanhsien had overrun Sincheng, also a former U. S. base.

Photograph from Press Association, Inc.

GERMAN SPIES, captured wearing U. S. uniforms and driving U. S. jeep, are lined up for execution by firing squad after conviction by court martial.

Marianas Mop-Up

Six small islands in the Marianas surrendered last month to two platoons of Negro infantrymen in a pair of LCIs accompanied by a DE. Sailing close to the islands the DE announced surrender orders over a loudspeaker to Japs on the islands of Anatahan, Sarigan, Alamagan, Agrihan, Asuncion and Maug. Only one pistol shot was fired when a Jap refused to surrender and was killed by a native guide. Twenty-four Jap civilians who might have caused trouble and 38 natives who were ill were removed from the islands. Food was left for about 260 remaining native and Jap civilians. Only two of the 14 islands in the Marianas chain remain occupied by the Japs—Pagan and Rota.

Nippon's Nonexistent Navy

As far as ability to interrupt future Allied operations goes, the Jap Navy has ceased to exist, according to two of the U. S. Navy's top tacticians—Vice Admiral Marc A. Mitscher, USN, last month assigned the post of Deputy Chief of Naval Operations for Air (see page 43), and Rear Admiral Forrest P. Sherman, USN, CincPoa's deputy chief of staff.

Only approximately 50 combat vessels of an estimated original 300 remain to the Japs, according to the admirals. Included in the 50 are:

Two partially converted battleships which the Japs have attempted to make half dreadnoughts and half carriers;

Two or three fairly large carriers;

Thirty destroyers and a few cruisers;

Nagato, an old battleship similar to USS *West Virginia*, and two other old battleships not ready for action;

A small number of carriers which are alongside docks with camouflage nets over them.

Supine Wind

In an astounding torrent of words poured from the transmitters of Radio Tokyo last month Nip announcers talked a very blue streak indeed. There were rumors and alarms—an expected American invasion south of Japan, a food crisis, an expected American invasion in northern Japan, government operation of communications and railroads, an expected American invasion on Honshu, B-29 and carrier plane raids on homeland cities, and expected American invasions.

From all parts of the Jap empire came reports that great fortress defenses were being erected and that civilians in the People's Volunteer Corps were preparing to repel the invaders. First reports indicated that the Nips feared an invasion of islands between Okinawa and Japan. Next they declared the U. S. 9th Fleet was prowling the North Pacific and that a U. S. mountain division was awaiting action in the Aleutians. Fortification of North China, Manchuria and Korea was also under way on a big scale comparable to the redoubts on Iwo and Okinawa, Chinese sources in Chungking reported.

Members of the civilian army must "not allow themselves to be taken prisoner alive or die dishonorable deaths," a handbook issued to them declared.

Bombed, rocketed and gunned on an ever-increasing scale, Japan's railroads were placed on a two-months' state of emergency to speed distribution of food and arms. The railroads were also militarized with trainmen becoming "volunteers" in the civilian army. All communications—telegraph, telephone and radio—are now under government control to "cope with the conversion of the homeland into a battlefield."

The Japs have also been putting out so-called peace feelers. Acting Secretary of State Grew said there had been four specific approaches on behalf of the Japs but that none were real peace offers. Mr. Grew said the Japs were using feelers in much the same way as Germany did, to try to stir up trouble among the Allies.

QUOTES OF THE MONTH

• *M/Sgt. Frederic Hensel*, who lost parts of both arms and legs on Okinawa: "This sure changes things a lot. . . . I'd make an excellent propaganda photo to end all wars."

• *Donna Rachele Mussolini*, widow of the late Il Duce: "We should have gone to America when we first got married. We planned to do it . . . But then Mussolini changed his mind."

• *Norah Carpenter*, English mother of quads fathered by an American soldier: "They have a bigger and better way of doing things in the States."

• *Brazilian Air Force lieutenant*, asked if he was going to fight Japan: "Well, 90% of us would love to go." His interrogator asked about the other 10%. "They were killed in Italy."

• *Sankichi Takahashi*, former Jap Navy chief: "As long as the air force, which is the main strength, is sound and healthy," the present inability of the Navy to fight "does not matter."

• *Playwright Moss Hart*, returned from acting tour in Pacific: "You can put me down as a ham—cured variety."

• *Army lieutenant*, speaking of Pfc. Clarence B. Craft who killed 58 Japs in 15 minutes on Okinawa: "I could think of only one thing—that damn fool is determined to get out of the Army either via the Medal of Honor or death."

EUROPE

Redeployment

Sobering evidence was on hand last month of America's intent to prosecute the war in the Pacific as vigorously as it had in Europe.

Veteran campaigners from Germany and Italy were swarming into the States but their stays were brief, their 30-day leaves passed quickly, their assignment to retraining camps and to Pacific battlefronts accomplished with a minimum of delay.

By the end of June 258,000 troops had come home by sea and 82,000 by air, the latter mostly air-force personnel.

SHAEF Dissolved

Supreme Headquarters, Allied Expeditionary Force, the organization the Allies under General of the Army Eisenhower had used to win victory over Germany, was dissolved last month, its job completed. The general, just returned to Europe after a visit to the United States, declared SHAEF dissolved one minute after midnight on 14 July and the generals and admirals and others who had planned and carried out the campaign went back to their own armies and navies. Gen. Eisenhower's new headquarters from which he will administer the U. S. part in Europe's occupation becomes USFET (United States Forces, European Theater).

Corral Movement

A fatal disease was sweeping Europe last month. Its symptoms: a tightening of the throat muscles, a fear of enclosed places, a neurotic allergy to barbed wire and an over-all feeling of despondency. Its diagnosis: terror of death from hangman's noose or firing squad. Its victims: Nazi war criminals, still being hauled into PW stockades by the Allies' relentless dragnet.

By the end of the month only a few were missing, among them (possibly) Adolf Hitler and Martin Bormann, his Nazi party secretary.

Meanwhile, the Allies agreed that war makers themselves are just as criminal as the men who cremated slaves and murdered Allied prisoners. Other categories to be prosecuted included those suspected of offenses against U. S. military personnel, offenders who will be returned to the scene of their crimes for prosecution, and the Quislings and traitors whom each country is free to prosecute on treason charges in its own courts.

The Hitler enigma was still unsolved. War correspondents reported a blood-stained sofa in a shelter beneath the Berlin chancellery where Hitler and Eva Braun, his mistress whom he is reported to have married just before his supposed death, are said to have committed suicide. But no high official would commit himself to saying der former Fuhrer was actually dead. Scuttlebutt as to whereabouts of Hitler and Eva Braun—if they *were* about—continued to be lively. One rumor had them popping up in a submarine and landing on the coast of Argentina; Argentina denied it.

Photograph from Press Association, Inc.

BIG THREE LINE-UP had a new face when President Truman stood with Premier Stalin and Prime Minister Churchill for first time at Potsdam on 17 July.

Indictments of war criminals proceeded in several countries. Marshal Henri Philippe Petain, former Vichy leader, was to appear for trial in Paris on 23 July. Ernst Wilhelm Bohle, director of the nazi world "Fifth Column," was indicted by the United Nations War Crimes Commission. Paul Derdonnet, Stuttgart radio traitor known as the French Lord Haw-Haw, was condemned to death. John Amery, son of the British Secretary of State for India, was charged with high treason on grounds that he broadcast for the Germans and Italy.

Under New Management

Occupied—but still confused—Europe moved slowly last month from chaos towards order. Several big issues had been solved, among them the occupation and rule of Berlin. And the GIs of the American occupation force decided the job might not be too bad after the Army partially lifted the ban on fraternization.

Most of the major problems of defeated Germany—food, industry, politics and transportation—were expected to be solved by the Big Three meeting in Potsdam (see next column).

After weeks of disagreement the Allies finally formed a four-power "Kommandatur" (command post) for the government of Berlin and the pooling of food and fuel. Each American, British, Russian and French commander will head the military administration for 15 days, rotating the leadership. Each occupation force will provide food from its own occupation zones in Germany to feed the city's populace.

Displaced persons—the millions that the Nazis grabbed from all over Europe for slave labor—were gradually getting back to their homelands. The Allies had uncovered almost 5,800,000 of them but 3,260,000 of these had been repatriated.

WORLD AFFAIRS

Big 3 at Potsdam

President Truman, Prime Minister Churchill and Marshall Stalin met in Potsdam, a Berlin suburb, for their anxiously awaited conference on problems faced by the Allies both in Europe and in the Pacific.

The meetings, known officially as the Berlin Conference, were formally opened at 1700, 17 July, with President Truman presiding by invitation of his two colleagues. This was the first Big Three conference at which there was a formally elected presiding officer. The other conferences at Yalta, Casablanca, Teheran, Quebec and Washington were headed by only a semi-official officer.

At the first formal session of the meeting a preliminary exchange of views took place and it was decided that the Foreign Secretaries of the three countries, James F. Byrnes, Anthony Eden and V. M. Molotoff would plan the work of the conference.

Public announcements regarding the deliberations were to be made at the close of the conference. Among subjects known to be on the agenda for discussion were those of the control of Germany, including the future government of that state, boundaries and the extent of her industrial rehabilitation; the feeding of the starving populations of Europe next winter and the problem of the transportation of fuel and supplies. A Soviet foreign office spokesman said that discussions would also be held on Russia's request to be included in conferences on the future administration of Tangier.

The President, accompanied by a staff of diplomatic and military advisers, crossed the Atlantic on the battle-tested cruiser *Augusta* to Antwerp. There he boarded the C-54 transport plane which formerly had been used by President Roosevelt, to fly to Potsdam

The *Augusta*, the first ship to enter Casablanca harbor in 1942 and Rear Admiral Alan Kirk's flagship in the Normandy invasion, was the scene of the historic Atlantic Charter meeting of President Roosevelt and Prime Minister Churchill. The *Augusta* was escorted to Antwerp by the cruiser *Philadelphia*.

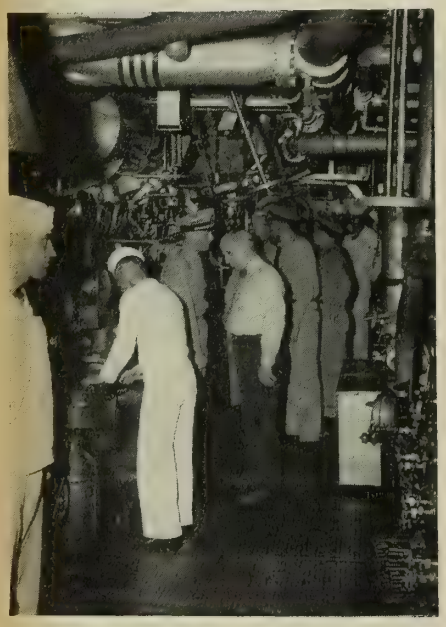
President Truman, speaking on the occasion of the raising of the American flag over the capital of Germany on 21 July, said:

"We are not fighting for conquest. There is not a piece of territory or one thing of a monetary nature we want out of this war."

• Carpatho-Ukraine (Ruthenia), which is a mountainous agricultural region of 5,500 square miles and the easternmost province of Czechoslovakia, was ceded to Russia under a recent agreement and is to be incorporated into the Ukranian Soviet Republic. The area has a population of about 800,000 and has been an autonomous province of Czechoslovakia since 1919. The agreement also provides for the exchange of population by Russians and Czechs.

• A new Polish government, including representatives of both the London and Lublin factions, has been formed and will hold power until elections can be held. The United States government will assist in the supervision of the elections and U. S. Ambassador Arthur B. Lane plans to go to Warsaw as soon as possible.

• King Leopold III of Belgium announced that he would not abdicate until the Belgians had had a democratic opportunity to select their own leaders in an election. He said that he surrendered to the Germans in 1941 because "I felt I should stay with my people and also because I felt that with me in Belgium the Germans would rule the country on a military basis instead of a civilian basis."



Official U. S. Navy photographs

INFORMAL INSPECTION of the Augusta was made by the conference-bound President in shirt sleeves. Here he makes his way through engine room.

NOON LINE-UP on the crews' mess deck on the Augusta found President Truman, destined for Postdam's state banquets, pushing his tray with sailors.

NEWS OF THE NAVY

• The Navy is becoming an "Air Navy" and sometime Air probably will be 60% of the Navy's strength both in men and material, Secretary of the Navy James Forrestal told a press conference 14 July 1945 at the Navy Department.

The Secretary explained: "It will be an evolution—not a revolution."

Pointing out that for the first time in the Naval Academy's history, a officers now hold the posts of both superintendent and commandant of midshipmen (see p. 43), Mr. Forrestal said he looks forward to the day when everyone who goes to the Naval Academy and who is physically qualified will learn to fly.

Such a plan was being contemplated when the war broke out, Vice Admiral Randall Jacobs, USN, Chief of Naval Personnel, revealed at the same conference.

Secretary Forrestal said he could visualize a day when the leading commands of the Navy will be occupied by men who deal with air in one form or other.

"We mustn't forget, however," he added, "that there are submarines, surface and amphibious forces. The submarines, for example, in the Pacific, are picking up airmen all the time, and I can assure you that every time an airman gets picked up, he becomes a convert to the submarine."

When asked whether the Navy might eventually have a Deputy Cominch for Air, the Secretary replied that it would be a naval office, not an air office—the difference being that instead of calling it a Deputy Commander in Chief for Air, it would be a case of almost the entire Commander in Chief's staff being Air. The office would be Navy, but it would be a Navy comprised mostly of Air.

• Dedicated primarily to the enlisted personnel of the Navy, Marine Corps and Coast Guard, a new nation-wide radio program—"The Navy Hour"—was inaugurated on 10 July over the National Broadcasting Company network.

Secretary of the Navy Forrestal took part in the first broadcast as did the 90-piece Symphony Orchestra of the U. S. Navy Band.

The programs will be broadcast at 2100 (EWT) each Tuesday. Jointly created by the program department of NBC and the radio program section of the Navy's Office of Public Information, future "Navy Hour" broadcasts will include guest stars, dramatic selections and highlights of naval activity on the battlefronts.

• One hundred and eighty-nine reserve officers who have distinguished themselves in the service have been selected for the 10-months course in naval science and tactics to be given starting 7 August at the U. S. Naval Academy, the Secretary of the Navy announced last month. This course, the first of its kind, is considered especially significant as it will serve as a test of the educational pattern proposed for postwar training of reservists who plan to transfer to the regular Navy. (See p. 67).

Nearly 800 candidates applied for the course, following announcement by Alnav 56-45 (NDB, 31 March, 45-283), and 31 lieutenant commanders, 137 lieutenants and 21 lieutenants (junior grade) were selected on the basis of previous education, experience in the Navy with particular emphasis on sea duty, and general performance record.

• About 10% of present Naval Reserve officers will be needed for the postwar Navy, Under Secretary of the Navy Artemus L. Gates revealed last month at the graduation exer-

cises of the Midshipmen's School at Notre Dame University.

"It has been estimated," said Mr. Gates, "that the peacetime Navy will need, in addition to its regular line officers and this year's and next year's graduates from the Naval Academy, some 30,000 other officers." They will come, he said, from the Reserves.

Paying tribute to the Naval Reserve, Mr. Gates indicated that of the approximately 350,000 officers now in the Navy "less than 4% are graduates of the Naval Academy. The figure is about 11,350. Nearly all the rest—well over 300,000—are Reserves. In short, the Navy which is fighting this war, and winning it, is a civilian Navy."

• The following nominations to flag rank have recently been confirmed by the Senate:

To be rear admiral:

James L. Holloway Jr., USN.

David W. Mitchell, (SC) USN, pay director.

Wilfrid N. Derby, USCG, as district Coast Guard officer, 1ND.

Frank J. Gorman, USCG, as chief planning and control officer.

Raymond T. McElligott, USCG, as assistant chief personnel officer.

William K. Scammell, USCG, as district Coast Guard officer, 12ND.

William F. Towle, USCG, as district Coast Guard officer, 11ND.

To be commodore:

George H. Bowdey, USN (Ret), as chief of staff to the president, Naval War College.

Lewis L. Strauss, USNR, as member of the Joint Army-Navy Munitions Board.

Gerald A. Eubank, (SC) USNR, pay director, as fiscal director of BuSandA.

William H. Godson Jr., (CEC) USNR, as O-in-C of a naval construction brigade.

Milton C. Jackson, USNR, as field representative and assistant director of NATS.

Bernard O. Wills, USNR, as port director of 12th ND.

Penn L. Carroll, USN, as deputy chief of staff to commander 7th fleet.

Charles T. Dickeman, (CEC) USN, as O-in-C of a naval construction brigade.

Henry Hartley, USN, Service Force, Pacific.

William C. Wallace, (SC) USN, pay director, as fleet supply officer, ServForLant.

HIGH SPEED TOWING is now standard Navy practice for getting forced-down planes to base fast. Oil line failure in this plane started the idea.

Thomas A. Durham, (SC) USN, pay director, as O-in-C, NSD, Aviation Annex, Oakland, Calif.

John E. Wood, (SC) USN, pay director, as senior assistant to the aviation supply officer, Philadelphia.

James B. Ricketts, (SC) USN, pay director, as force supply officer on staff of ComAirPac.

Virgil E. Korns, USN, on staff (shipping) of CincPac (reappointed).

Thomas J. Keliher Jr., USN, Service Force, Pacific.

Elmer E. Duvall Jr., USN, Service Force, Pacific.

Jasper T. Acuff, USN, Service Force, Pacific.

Norman C. Gillette, USN, chief of staff to commander Philippine Sea Frontier.

Herbert J. Ray, USN, deputy director naval division, U. S. Group Council, Task Force 124.

Jennings B. Dow, USN, director of electronics, BuShips.

Michael J. Ryan, USCG, as district Coast Guard officer, 6ND.

Ellis Reed-Hill, USCG, as Chief, Public Information Division.

John E. Whitbeck, USCG, as district Coast Guard officer, 7ND.

Edward M. Webster, USCG (Ret), as chief, Communication Division.

William H. Barton, USCG, as district Coast Guard officer, 10ND.

Beckwith Jordan, USCG, as district Coast Guard officer, 9ND, St. Louis.

To be lieutenant general in the Marine Corps:

Roy S. Geiger, USMC.

To be major general:

Harry K. Pickett, USMC.

Raymond R. Wright, USMC.

To be brigadier general:

Ray A. Robinson, USMC.

William C. James, USMC.

William O. Price, USMC.

Also Rear Admiral Frederick C. Sherman, USN, was designated last month by the President as Commander 2nd Carrier Task Force, Pacific, with the rank of vice admiral, and Vice Admiral Sherwoode A. Taffinder, USN, was redesignated as Commander, Hawaiian Sea Frontier and Com14.

• The results of German experiments and developments in weapons of war will be used by the Navy against Japan, according to Commodore Henry A. Schade, USN, chief of a 200-man technical mission now in Germany.

The commodore reported that German scientists "had a large development program under way" and "we are reaping a fairly rich harvest."

Except in the fields of some weapons, particularly buzz bombs and V-2s, the commodore said the Germans, although possessing excellent technical ability, had not advanced in general any farther than American research experts.

Commodore Schade said he had "heard a good many expressions of admiration from German naval officers for our amphibious developments" and reported that the Germans were not amphibious-minded. German naval officers felt that their Navy did not have a chance to develop because the Army received preferential treat-

Official U. S. Navy photographs

SMOKE POTS on the stern of LCVPs were used to draw protective screen around U. S. ships at anchor off Okinawa. It's an old trick but still good.

'WAY BACK WHEN . . .

PENSACOLA in March 1914, when naval aviation was seven months old.

Official U. S. Navy photograph

NAVAL AVIATION STARTS 33d YEAR

Naval aviation—virtually our lone bulwark against the Japs in the Pacific immediately following Pearl Harbor—observes its 32d formal anniversary on 30 Aug. 1945.

Powerful weapon in the Navy's unrelenting attacks on the Japanese enemy, naval aviation has grown from World War I strength of 38 officers, 163 enlisted men and 54 airplanes to a vast sky armada of more than 37,000 planes and 55,000 naval flyers; air facilities throughout the world; a Naval Air Transport Service operating over 60,000 route miles; a 30,000-a-year pilot training program; a 100,000-a-year mechanic training program; scores of new combat carriers and "baby flattops," and numerous new fields of activity, including Air Information, Aerology (weather forecasting), Combat Photography and Photo Interpretation.

But 32 years ago, when Admiral George Dewey signed the report of the General Board recommending establishment of an air department "suited to the needs of the Navy in war," it is doubtful whether he could have foreseen what an important part it would play in global warfare.

Capt. Washington Irving Chambers, USN, might well be called "the father of naval aviation," although not a flyer himself. He became interested in flying when assigned as a Navy observer at some early air meets and in 1910 he interested Glenn Curtiss, the plane designer, and Eugene Ely, well-known pilot, in a proposition to fly a plane off the deck of a ship. This Ely did, from a platform built on the bow of the USS *Birmingham*. In January of the following year, Ely *landed* a plane aboard a ship, this time on a platform built on the stern of the USS *Pennsylvania*.

Lt. Theodore G. (Spuds) Ellyson, USN, qualified as the first naval aviator, and early in 1911 the Navy's first aviation unit, consisting of three planes, was set up at Annapolis.

First taste of battle action came when Vera Cruz was occupied by American forces in April 1914, but it was World War I that brought the first great expansion, with 24 stations and training schools established in North America and 22 aviation bases abroad.

Naval aviation was considerably reduced in size following the war but experiments continued. A Navy plane, the NC-4, landed in Plymouth, England, on 31 May 1919, the first plane to fly the Atlantic Ocean. The collier USS *Jupiter* was converted into the first aircraft carrier and rechristened the USS *Langley*. The success of this experiment led to the conversion of the *Saratoga* and *Lexington*, originally laid down as cruisers.

Need for a bureau to design and procure aircraft was recognized in 1921 and the Bureau of Aeronautics was established. In 1925 a five-year building program was authorized, calling for 1,000 modern planes.

World War II found naval aviation ready. While initial strength was not great, planning had been complete and less than two months after Pearl Harbor, Navy planes blasted the Gilbert and Marshall Islands in the first of a long succession of aerial triumphs over the Japanese. In the Atlantic, the Navy provided an aerial cover for the North African landings and waged a successful campaign against the German submarine menace. Today, in the Pacific, the Navy is knocking down 9.4 Japanese planes for every one we lose.

ment and administered naval affairs. In gunnery the Germans were "very good" and their torpedoes and mines were excellent while their E-boats, longer than American PT-boats but of the same general type, were very fast.

• One of the Navy's crack air evacuation squadrons—VRE-1—flew 446 missions of mercy during the bloody Okinawa campaign, evacuating 9,424 casualties to the safety and comfort of hospitals on the Marianas. Starting eight days after the invasion the squadron's four-engined Skymasters flew 1,248,800 over-ocean miles, hauling whole blood, medical supplies, flame throwers, mortar shells and other equipment as well as 35,484,000 letters to the island, and evacuating wounded on the return trips. Other flights to Honolulu carried 4,663 wounded fighting men.

The squadron reached peak operation late in May with 12 round trips to Okinawa in 24 hours to return 576 wounded. During the final days of the campaign it flew 8 to 10 planes to the island daily (16-hour trips). On the last day before the island was secured VRE-1 flew eight evacuation missions, returning 254 wounded.

This and other NATS squadrons have saved thousands of wounded with their shipments of whole blood direct from the United States to island battlefronts. Over 15,000 gallons of blood were flown to the Pacific by NATS aircraft during the first four months of the year, enough to replenish the entire supply of 10,000 men. Only 90 hours after blood is taken from donors' arms it is landed in the Marianas. End of the war in Europe contributed greatly to the amount of whole blood available to Pacific fighting men.

• Twenty-seven times during April PBM Mariners of a Navy squadron landed in open sea near Japan—six times under enemy fire—to rescue 39 U. S. airmen downed in the Pacific. With the aid of JATO—jet assisted take-off—the Mariners were able to lift their bulk from the sea in a fraction of the ordinary time, thus cutting down the hazard of the operation.

• If Admiral William F. Halsey, USN, gets his wish to ride Emperor Hirohito's white horse through the streets of conquered Tokyo, he'll probably do it in a handmade, silver-mounted, super-duper saddle made for that sole purpose. Work has already started on the special saddle at Reno, Nev., as the result of a 7th War Loan drive promise made by the Reno Chamber of Commerce to Washoe County, Nev. The Chamber said it would make the saddle if Washoe County exceeded its War Loan quota. It did. The promise resulted from Admiral Halsey's expressed desire to ride the Emperor's horse of which he had seen a picture. He asked B-29 bombardiers to spare the Imperial stables so that the horse would be in good shape for the triumphal march. As an added precaution the Reno Chamber is adding a lasso—"just in case there are any Japs left."

• The U. S. Navy is "the greatest in the world" in the opinion of Pope Pius XII. Giving the Navy his blessing during a visit by members of the naval subcommittee of the House Ap-

propriations Committee, the Pope said:

"May its most cherished successful mission of the future be to protect and defend the most precious treasure of this world—peace, a peace among all nations because all nations are at peace with God governed in the spirit of justice, equity and Christian charity."

• The natives of the Marshall Islands learned one lesson from comparing their life under Jap occupation with that under the U. S. forces which liberated them.

Naval Military Government officials recently received petitions from the Marshallese requesting that the Marshall group become a U. S. protectorate. Documents signed by residents of Majuro, Arno and Aur Atolls, comprising 43% of the population under U. S. control, were presented to the Navy.

"When this world war is over we request as it is written below," stated the petition from Arno Atoll. "1. We ask the United States of America to look over us; 2. And it should also keep our customs; 3. We want the United States as long as we live on the world." Names and fingerprints of 380 men and 455 women were affixed.

Every person on Majuro Atoll—a total of 1,025 men and women representing Majuro and eight other atolls—signed another petition which stated:

"We make this request for when the war is over and the United States will deliberate about the Marshall Islands. We all agree to this, that America should not give away these Islands to any other nation. We have known Americans for 89 years and Americans have lived with us since 1857. . . . We want and ask the United States of America to be our guardian and protector."

• Material Recovery Units of the Navy, following closely in the wake of island battles, are recovering millions of dollars in vital scrap materials to be converted into usable war items again.

In one month Unit No. 14, composed of 3 officers, 34 enlisted men and 50 occasional helpers, saved for reissue materials worth $597,681 and sent critical scrap valued at $259,060 back to the States. Salvaged material included 400 tons of steel pipe fittings, plates and structurals and 286,000 board feet of lumber. Scrap returned to the States included 100 tons of used rubber tires, 380 tons of fired brass shells and 10,028 tons of prepared heavy-melting scrap. Issues of usable material were made to 63 ships and 124 shore bases.

• In order to eliminate any possibility that Navy men will suffer from scurvy, the disease that once was the curse of sailors on long voyages, the Navy has developed a new type of vitamin C-enriched lemonade for distribution to Fleet vessels. Compounded of dehydrated lemon juice, fruit acid and pure ascorbic acid, the lemonade is packed as a powder concentrate in 12-ounce hermetically sealed cans. When added to water, with five pounds of sugar, this makes six gallons of the beverage. The new lemonade, iced, is served as a daily drink. One 12-ounce glass provides more than half of a person's daily vitamin C requirement. The Navy has earmarked 40,000,000 gallons of it for the Fleet.

• Jap-hunting Navy and Marine Corps air fighters have been armed with a new weapon, the Chance Vought F4U-4 Corsair, an improved version of the original Corsair which has been scourging enemy airmen throughout many Pacific campaigns.

Although almost the same in appearance as the older type F4U-1, the new Corsair is speedier, can climb higher and faster and carries more armament than the earlier model. The first enemy plane to meet one was shot down in a two-minute battle with three bursts from the Corsair's six .50-caliber machine guns.

Main changes are a four-bladed propeller measuring 13 feet, 2 inches from tip to tip, and a 2100-horsepower Pratt and Whitney radial engine which gives it tremendous speed. The gull wings have been retained as has the Corsair's noted maneuverability.

The Corsair is in the 425-mile-an-hour class. It's rate of climb has been increased almost 1,000 feet a minute and it has an altitude advantage over high-flying land-based Jap aircraft.

The new Corsairs can be used both as bombers—with a 2,000-pound load—and as fighters. They also can carry rockets under their wings.

• The battle of the Pacific Fleet against fanatical Jap suicide planes around Okinawa will be presented to the American public in a two-reel motion picture—"The Fleet That Came to Stay"—scheduled for release 26 July.

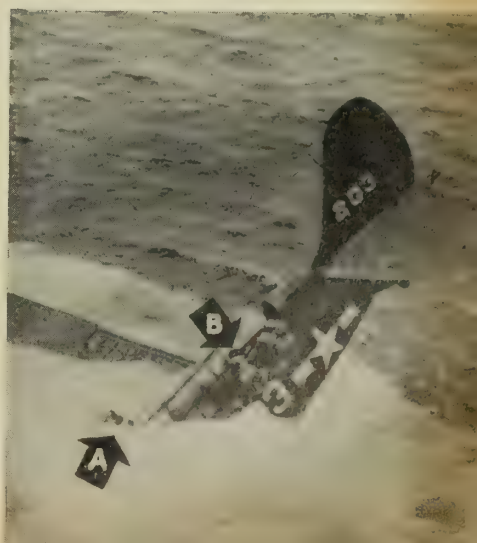
Produced by Navy Photographic Services, the picture is based on 200,000 feet of film taken under fire by more than 100 Navy, Marine and Coast Guard combat photographers for tactical study and training purposes. It is the first official two-reeler of the fight against Jap Kamikazes, and the first film ever made of a complete battle between land-based planes and sea forces.

• Sgt. Lena Mae Basilone, USMCWR, widow of GySgt. John Basilone who was awarded the Medal of Honor for extraordinary heroism on Guadalcanal, will christen a destroyer to be named in honor of Basilone at Orange, Tex., late this fall. Sgt. Basilone, whose husband was killed on the first day of the invasion of Iwo Jima, is stationed at Camp Joseph H. Pendleton, Oceanside, Calif.

• Preventive measures employed by Navy and Army doctors overseas have reduced malaria among American troops and naval forces to a fraction of the 1943 peak. Through the use of protective clothing, chemical repellents and spraying with DDT, the overseas malaria rate among Army personnel has dropped to 40 hospital admissions per 1,000 men per year from a peak of 155 in August 1943. A marked decrease in malaria among Navy and Marine forces has also been reported, with only about one-sixth of the patients hospitalized in early 1944 and the latter part of 1943 now being treated.

TROUBLE AT TAKEOFF sent this Navy scout plane careening wildly into the sea from the deck of a carrier.

BUT as plane went to pieces (above) pilot (arrow A, below) and crewman (arrow B) climbed out to safety.



SHIPS & STATIONS

• A German U-boat loaded with mines which it intended to spread at the entrances of either New York or Halifax harbors was rammed and sunk by the DE USS *Thomas* on 5 July 1944, the Navy Department disclosed last month.

Ordered to proceed toward Cape Race, Newfoundland, to intercept the 1600-ton minelaying sub, the *Thomas*, part of a task force, attacked with gunfire after the U-boat was depth-charged to the surface by USS *Baker*, a sister ship.

"We were about 11,000 yards from the scene of action when the sub's bow broke water dead ahead," said Lt. Comdr David M. Kellogg, USNR, the *Thomas'* skipper. "The *Baker* opened fire. At 9,000 yards the *Thomas* opened fire with all forward guns and continued rapid fire all the time she was closing in for the kill...

"Word was passed throughout the ship to stand by for a ram."

The crash knocked men sprawling all over the ship although they had been warned and were prepared for it. The *Thomas* picked up 29 survivors including the sub's commander.

• Eleven of the 12 guns installed on the USS *Pennsylvania* when she put into drydock at Hunter's Point, San Francisco, for regunning were salvaged from the ruins of Pearl Harbor.

After pouring 6,700 rounds into Jap installations from Attu to Luzon, the old battlewagon's main batteries were somewhat worn.

At Hunter's Point, ordnance experts installed five guns from the USS *Oklahoma*, sunk by the Jap attack; six more from USS *Nevada*, damaged but later returned to service. The other 14-incher installed had been removed from the *Pennsylvania* herself after her damage at Pearl Harbor..

The entire job took only five days after preliminary work was completed, due mainly to a new method of regunning battleships that was used for only the second time on the *Pennsylvania job*. The battleship's old 14-inchers will be relined and put back in service again aboard another ship.

• The battle-scarred, smoke-grimed Nevada State flag, missing from the battleship USS *Nevada* for more than three years since the Japanese attack on Pearl Harbor, reposes now in the State Capitol at Carson City, Nev.

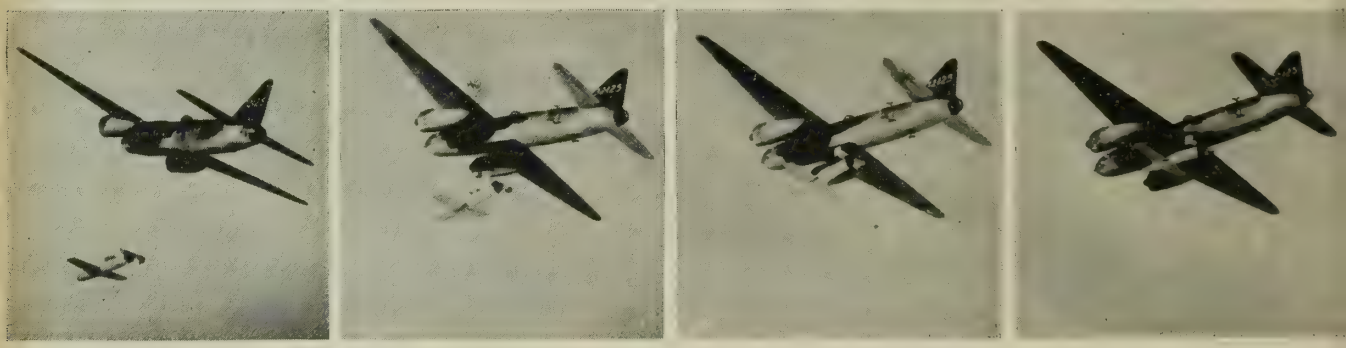
Apparently thrown away by mistake while the *Nevada* was undergoing repairs the State flag was recovered from a refuse "skidbox" of the drydock at Pearl Harbor where the battleship was towed following the 7 Dec. 1941 attack. It was presented to Gov. E. P. Carville of Nevada on 19 June 1945 by Capt. Howard A. Yeager, USN, executive officer of the *Nevada*.

• Like the Phoenix bird of mythology, which died in the flames of her own nest, only to rise anew from the ashes, the light cruiser USS *Phoenix* emerged from the chaos of Pearl Harbor to complete more than 30 operations against the enemy—and with the loss of only one man killed, one missing and 27 injured.

In eight actions in the Philippines campaign, the "Poo-bird," as she is called by her crew, shelled the beaches of Leyte, participated in the landings at Lingayen Gulf and Corregidor and, as flagship of her division, took part in the Surigao Strait engagement.

Prior to this, the *Phoenix* had participated as a unit of the 7th Fleet in raids and invasions at Borgen Bay (near Cape Gloucester), Madang, Finschhafen, Los Negros, Hollandia, Wakde, Noemfoor, Sansapor, Galela, Morotai and many others.

• Cash War bond purchases by naval personnel in June topped the hundred-million-dollar mark for the second time in the program's history, with sales totaling $110,517,669.75.



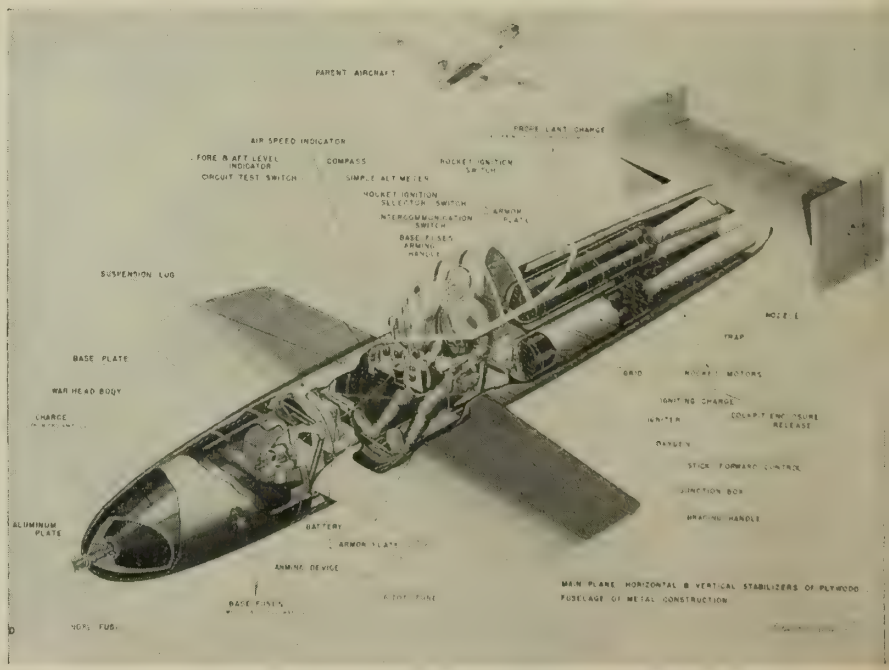
BAKA BOMB LAUNCHING from the under-belly of a mother plane is shown in this series of four Navy photographs.

BAKA: Latest Development in Kamikaze Bag of Tricks

The low mid-wing monoplane with a 15-foot wing span, oval fuselage and twin vertical fins and rudders came skidding above the water at more than 400 miles an hour to crash into the USS *Mannert L. Abele* at the waterline. A terrific explosion shook the DD, its second in an hour. She sank.

That is how the latest development in Jap suicide planes—the Baka bomb—looked to survivors of the destroyer sunk off Okinawa after first being hit by a Kamikaze plane.

Additional details of the construction and operation of the Baka were disclosed at Naval Aircraft Modification Unit in Johnsville, Pa. The pilot aims the plane—and the 2,645-pound bomb in its nose—at the target through a rifle-type sight. Three tail rockets, fired singly or at once, increase its speed to 630 miles an hour. When released from the parent plane, the bomb fuse is automatically set to explode on contact. The pilot is assured death for Hirohito.



DETAILS OF BAKA (fool) bomb which lets Jap pilots join ancestors.

REPORT FROM HOME

Less Travel

Tens of thousands of European war veterans streaming home ahead of schedule for furlough and reassignment placed a record and increasing strain on the nation's transportation systems last month. In a series of swift moves to provide more and better accommodations for servicemen, the Office of Defense Transportation gave first call to the armed forces on virtually all of the nation's railway cars. First, the ODT ordered that no sleeping cars be operated between cities 450 miles or less apart. It was estimated this would result in withdrawal of approximately 900 cars from civilian use. Then the ODT banned shipment of race horses, racing dogs and show animals by rail or other public carriers. Third move saw the placing of all passenger coaches, baggage and express cars in a huge pool to be available on demand for use of the armed forces. This order affects more than 30,000 cars. It does not automatically curtail service available to civilians, but ODT said that, in the end, there will be less equipment for civilian use and as the impact of redeployment increases it may be necessary to cancel some regularly scheduled trains.

ODT acted after the nation's indignation was aroused over stories of returning GIs being forced to ride cross-continent in hot, airless coaches because Pullmans weren't available. In some cases, soldiers reported seeing German POWs and Italian labor units in Pullmans. The War Department explained that in one instance the Germans were mental cases being transferred from an Oklahoma camp to a New York hospital. The only Italians who get Pullman accommodations, the War Department said, are sick and disabled men being repatriated.

Bretton Woods Approved

The Bretton Woods international monetary agreement was approved by the U. S. Senate, and, having been acted upon earlier by the House, was forwarded to Berlin for the signature of President Truman.

In approving legislation bringing the U. S. into the 44-nation Bretton Woods agreement, the Senate passed bills under which the U. S. will put a total of approximately six billion dollars into (1) an International Bank for reconstruction and development and (2) an International Bank for the stabilization of world currencies.

The Senate also passed a $2,800,000,000 increase in the lending powers of the Export-Import bank. The increase in this fund would be used to start world trade flowing until the International Bank begins operating in about 18 months.

Capital Notes: FBI's annual report showed that 10 spies and 45 saboteurs were convicted during the past fiscal year. There also were 974 convictions for illegal wearing of a uniform and 3,093 convictions under the Selective Service Act . . . The War Food Administration announced substantial increases in supplies of beef, chicken and canned goods for civilians because of cuts in military demands . . . For the first time in its 156 years' history, the Patent Office couldn't issue patents to inventors. Reason: there was no Patent Commissioner. Conway P. Coe had resigned and the Senate had not yet acted on the nomination of his successor, Casper M. Ooms . . . Under a new War Department policy, all officers and enlisted men with less than six months' overseas duty will get foreign assignments by 1 May 1946. Only exceptions are enlisted men over 38, physically unqualified personnel and those covered by the policy exempting members of families from which two or more persons have been killed, prisoners or lost. Those shipped out will be replaced by returning combat veterans, civilians and Wacs . . .

Employment Notes: Reorganization of his cabinet was continued by President Truman. Edward R. Stettinius Jr. resigned as Secretary of State soon after conclusion of the San Francisco Conference and was succeeded by James F. Byrnes, former director of war mobilization and reconversion. Mr. Stettinius, at the same time, was named U. S. member of the Security Council and chairman of the American delegation to the General Assembly of the United Nations when that organization is established (see p. 6). About 10 days later, Henry Morgenthau Jr. resigned as Secretary of the Treasury. President Truman nominated Fred M. Vinson, currently war mobilization and reconversion director, as Mr. Morgenthau's successor.

UNITED NATIONS CHARTER arrived in Washington under heavy guard, but just in case it got lost the State Department's return address was on case.

BARREL OF FUN was had in Rockford, Ill., when 295-pound Sheriff King went to his local ration board to campaign for a suit of summer clothes.

Home-Town Topics

A runaway horse raced through 20 blocks of *New York City's* teeming traffic—pausing cautiously at each red light! . . . Gals can't wear shorts on the streets of *Decatur, Ill.* . . . In *Cleveland,* blind William Johnson was convicted when a deaf-and-dumb witness testified in writing he saw the blind man rob a deaf man of $323 . . . Robert B. Evans keeps his *Elkmont, Ala.,* postoffice open six hours on Sunday to deliver servicemen's mail to their sweethearts.

Two ex-GIs found a fortune in ambergris floating off *Long Island* while clam-digging; another in *Cripple Creek, Colo.,* hit a rich vein in a gold mine he got for nothing . . .

Army doctors are puzzled over the appetite of 140-pound Pfc. Chester J. Salvatori of *Southbridge, Mass.* Under observation at Ft. McPherson Station Hospital, Ga., he thinks nothing of devouring a breakfast of 40 eggs, 20 pieces of toast, several quarts of milk, eight pieces of bacon, a quart of coffee and a whole box of cereal.

New York's Central Park is going to be stocked with fish for convalescing GI Izaak Waltons . . . *Teaneck, N. J.,* which already provides free marriage, birth and death certificates to ex-servicemen, has voted free licenses for returning war dogs . . . William (Red) Hill slipped through police lines and shot *Niagara River* rapids in a barrel—the same barrel his dad used three times for the same stunt . . . *New Yorkers* had to stand in line at newspaper offices for their daily papers during the month; the deliverers' and mailers' union was on strike for 17 days. The union returned to work under its old contract while agreeing to accept the jurisdiction and authority of the War Labor Board in settling the dispute.

SPORTS

Turfmen saw the doom of Florida and California winter racing as the result of the ODT's ban against shipment of horses, dogs and show animals. The ban was necessary because of the railroad situation (see p. 53). Owners can transport their animals in vans if they have them, but long trips cannot be taken in this manner. . . . In the month's big races, Pot o'Luck, the Calumet Farm's Kentucky Derby runner-up, captured the $85,450 Arlington Park Classic at Chicago with Air Sailor (owned by Lt. Comdr. T. D. Buhl, USNR) second and Fighting Step third, while Wildlife took the $50,000-added Dwyer Stakes at New York's Aqueduct with Gallorette second and Esteem third. Pavot, Belmont Stakes winner and a 4-5 choice in the Dwyer, was a dismal last in the six-horse field . . . A world record daily betting average of $2,723,408 for seven-race programs was set during the 18-day Aqueduct meeting. July 4 saw a record $3,804,362 wagered.

Byron Nelson, transplanted Texan of Toledo, Ohio, won the Professional Golfers' Association championship, beating Sammy Byrd, former Yankee outfielder, 4 and 3 in the final. It was Nelson's ninth straight tournament victory. The Army Rehabilitation Fund realized $50,000 from the tournament; Nelson got a $5,000 war bond.

Seven major league exhibition games netted $242,000 for war relief. Top take was at Boston where $73,000 was contributed. Best show was at Washington where Lt. Bert Shepard, who lost his right leg when shot down over Germany, pitched the Senators to victory over the Dodgers before a crowd that included Gen. Alexander Vandegrift, commandant of the Marine Corps, and Lt. Gen. A. M. Patch Jr., 7th Army commander . . .

Hank Greenberg's comeback with the Tigers has been marred by a pesky sore arm . . . Pat Seerey of the Indians blasted three homers in one game against the Yanks recently, one with the bases full and one with two aboard . . . Both major league races continue tight with the Tigers, Yanks and Senators scuffling around the top of the American while the Cubs, Cardinals and Dodgers scramble for the National lead . . . Tommy Holmes, Braves' outfielder, set a new consecutive-game hitting record when he batted safely in 37 straight games . . .

The world outdoor record for the mile was lowered to 4:01.4 by Gunder Hagg, long-striding Swede, as he beat Arne Andersson at Malmo, Sweden.

ENTERTAINMENT

Alla Nazimova, noted stage and screen actress, died from a heart attack in Hollywood at the age of 66. Her better-known films included "War Brides," "Blood and Sand," "The Bridge of San Luis Rey," "In Our Time," "Escape," "Since You Went Away," and "The Passion Flower" . . . The House Committee on Un-American Activities has assigned an agent to investigate reports of "subversive activities" in the Hollywood film colony . . . In a poll of 2,000 actors, stagehands, critics, producers and technicians in New York, "The Glass Menagerie" was chosen the best play of 1945, "Carousel" the best musical, Laurette Taylor's the best actress' performance (in "Menagerie") and Frank Fay's the top male performance (in "Harvey") . . . Harold Lloyd has signed to make two films under Preston Sturges' direction. The veteran comedian hasn't performed before the cameras since 1938.

Sally Rand divorced Turk Greenough . . . Barbara Hutton sued Cary Grant for divorce . . . Merle Oberon married Lucien Keith Ballard, a cameraman . . . Luise Rainer and publisher Robert Knittel were married.

VETERANS

• *Veterans looking for homes* will be given high preference for the purchase of any Government-owned war housing that becomes surplus to war needs. While little is expected to become available in the immediate future, there are some 200,000 publicly financed permanent family dwellings which will become surplus either during or after the war.

• *Changes in ration regulations* now permit veterans to open small businesses making use of rationed foods.

Two types are opened to veterans by the OPA: (1) establishments using rationed foods as raw materials, such as bakeries, ice-cream makers, soft-drink bottles, potato-chip fryers and candy manufacturers, and (2) establishments using rationed foods in the service of "refreshments," such as small restaurants, hot-dog stands, ice-cream and soft-drink stands, etc.

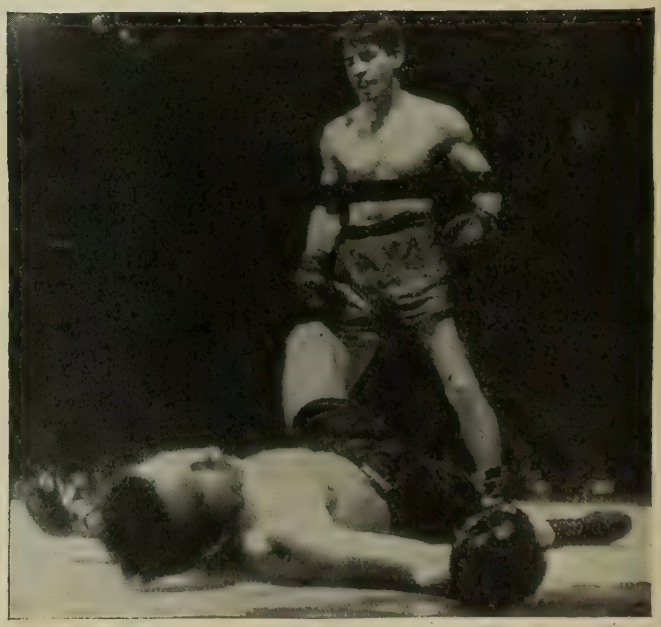
• *All disabled veterans* with amputations because of service-connected injuries are to be furnished with an additional artificial limb, so that they will always have a "spare" on hand for emergency use, under a new policy of the Veterans Administration.

Previously, a veteran who incurred damage to his artificial limb had to get along without one while it was being repaired or a new one made.

• *Apprenticeship agreements* entered into by former servicemen have been analyzed by WMC's Apprentice-Training Service, and the study shows that about three-fourths of the veterans are receiving or have applied for financial assistance from the Federal government. (For types, see p. 22.)

• *Rights for women* are part of the GI Bill set-up, War Manpower Commission wants it known, and WMC's U. S. Employment Service is giving discharged servicewomen the same assistance as returning servicemen with respect to counseling and placement.

HANK GREENBERG, released from Army, received this welcome from young admirers as he joined Detroit Tigers.



WELTER KING WELTED! Freddie Cochrane sprawls on canvas in ninth. Tommy Graziano KOed him in tenth.

For reasons of security, the deed for which a man receives a decoration often cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story

WINNERS OF PRESIDENTIAL UNIT CITATION

Sixty-four vessels and units of the Navy and Marine Corps have been awarded the Presidential Unit Citation through 21 June 1945. Submarines head the list by types, 19 of them having received the award; one submarine, USS *Guardfish*, won the PUC twice. Thirteen awards have gone to destroyers, seven to patrol squadrons, three to cruisers and three to landing craft.

Following is the complete list:

Ship or Unit	Type	Date of Action
USS Alchiba	AKA	Aug.-Dec. 1942
USS Atlanta	Cruiser	12-13 Nov. 1942
USS Barb	Submarine	(no dates announced)
USS Bernadou	Destroyer	8 Nov. 1942
Bombing Squadron 104		15 Aug. 1943-19 March 1944
Bombing Squadron 109		31 Dec. 1943-14 Aug. 1944
USS Bowfin	Submarine	2d war patrol
USS Buchanan	Destroyer	17 July 1942
USS Cole	Destroyer	8 Nov. 1942
USS Dallas	Destroyer	10 Nov. 1942
USS England	Des-Escort	19-31 May 1944
USS Enterprise	Carrier	7 Dec. 1941-15 Nov. 1942
1st Marine Division (Reinforced)		7 Aug. 1942-9 Dec. 1942
4th Marine Division		30 Jan.-11 Feb. 1944
USS Greenling	Submarine	3 war patrols, May-Dec. 1942
USS Guardfish	Submarine	2 war patrols, May-Dec. 1942
		2d PUC for 8th war patrol (no dates announced)
USS Gudgeon	Submarine	First 8 war patrols, 7 Dec. 1941-25 April 1943 (dates for patrols not announced)
USS Haddock	Submarine	2d, 5th, 6th and 7th war patrols
USS Harder	Submarine	First 5 war patrols
USS Houston	Cruiser	7 Dec. 1941-28 Feb. 1942
USS Laffey	Destroyer	15 Sept.-13 Nov. 1942
USS LCI(L) 1	Landing Craft	Assault on Sicily, July 1943
USS LCT(5) 30	Landing Craft	6 June 1944
USS LCT 540	Landing Craft	6 June 1944
USS McFarland	Seaplane Tender	20 June-16 Oct. 1942
Marine Aircraft Group 22		June 1942
USS Maury	Destroyer	1 Feb. 1942-6 Aug. 1943
Motor Torpedo Boat Squadron 12 (includes 4 members of Combat Photographic Unit 3)		October 1943-March 1944
Motor Torpedo Boat Squadron 21		October 1943-March 1944
USS Nautilus	Submarine	3 war patrols
Navy Combat Demolition Unit Force "O"		6 June 1944: Invasion of Normandy
USS Nicholas	Destroyer	July 1943
USS O'Bannon	Destroyer	7 Oct. 1942-7 Oct. 1943
USS Parche	Submarine	(no dates announced)
Patrol Squadron 11		15 Sept 1943-1 Feb. 1944
Patrol Squadron 22		8 Dec. 1941-3 March 1942
Patrol Squadron 33		1 Sept.-1 Oct. 1944
Patrol Squadron 34		15 Sept. 1943-1 Feb. 1944
Patrol Squadron 52		15 Sept. 1943-1 Feb. 1944
Patrol Squadron 101		8 Dec. 1941-3 March 1942
Patrol Squadron 102		8 Dec. 1941-3 March 1942
USS Radford	Destroyer	July 1943
USS Rasher	Submarine	First 5 war patrols (no dates announced)
USS Sailfish	Submarine	10th war patrol
USS Salmon	Submarine	(no dates announced)
USS Sandlance	Submarine	1st war patrol
USS San Francisco	Cruiser	11-12 Oct. and 13 Nov. 1942
USS Seahorse	Submarine	(no dates announced)

PRESIDENTIAL UNIT CITATION ribbon is shown (left) in actual size. The burgee pennant design (right) for units cited is drawn to scale. Colors are same in both.

Ship or Unit	Type	Date of Action
2nd Marine Division (Reinforced): Division Headquarters Special Troops (including Co. "C", 1st Corps Medium Tank Btn.) Service Troops 2nd, 6th, 8th, 10th and 18th Marine Regiments 18th U. S. Naval Construction Battalion		20 to 24 Nov. 1943: Seizure and occupation of Tarawa
USS Silversides	Submarine	4th, 5th, 7th and 10th war patrols
Six Anti-Submarine Task Groups which cooperated with the USS Bogue as Flagship		T. G.—USS Bogue, Lea, Green, Belknap, Osmond Ingram, George E. Badger and VC-9
		T. G.—USS Bogue, Osmond Ingram, George E. Badger, Clemson and VC-9
		T. G.—USS Bogue, Osmond Ingram, George E. Badger, Clemson, Dupont and VC-19
		T. G.—USS Bogue, Haverfield, Swenning, Willis, Hobson, Janssen and VC-95
		T. G.—USS Bogue, Haverfield, Swenning, Willis, Janssen, F. M. Robinson and VC-69
		T. G.—USS Bogue, Haverfield, Swenning, Wilis, Janssen, Wilhoite and VC-42
USS Smith	Destroyer	26 Oct. 1942
USS Tang	Submarine	1st, 2d and 3d war patrols (no dates announced)
Task Unit 21.14		27 July to 26 Oct. 1943
USS Card	Carrier Escort	
USS Barry	Destroyer	
USS Borie	Destroyer	
USS Goff	Destroyer	
VC Squadrons 1 and 9		
Torpedo Squadron 8 (USS Hornet)		4 June 1942 (Air Battle of Midway)
USS Trigger	Submarine	5th, 6th and 7th war patrols
USS Trout	Submarine	(no date announced)
USS Wahoo	Submarine	11 Jan.-7 March 1943
Wake Detachment		8 to 22 Dec. 1941
1st Defense Battalion		
Marine Fighting Squadron 211 of Marine Aircraft Group 21		
All Army and Navy personnel present		

232 OF FRANKLIN CREW DECORATED

Skipper and 11 Others Receive Navy Crosses

Standing on the scarred flight deck of the carrier they saved when a Jap bomb touched off explosions and fires that made her doom seem certain, 232 officers and men of the USS *Franklin* were recently rewarded for their courageous efforts. In two ceremonies at the New York Navy Yard, where the ship is being repaired, presentations of 12 Navy Crosses, 20 Silver Star Medals and 92 Bronze Star Medals were made. The remainder of the awards included Purple Hearts and Letters of Commendation.

Among those to receive the Navy Cross was the *Franklin's* skipper, Capt. Leslie E. Gehres, USN, Coronado, Calif., who, when the plane attacked on 19 March, displayed outstanding resourcefulness in directing the measure which eventually brought the fires under control and got power back on his ship, thus enabling her to be withdrawn from a position close to the Japanese coast. Comdr. Joe Taylor, USN, Long Beach, Calif., the executive officer, was awarded a gold star in lieu of a third Navy Cross for his part in leading and participating in the jettisoning of heated live ammunition and bombs. He also took charge of towing operations which resulted in getting the ship underway.

Others who received the Navy Cross were:

Comdr. Henry H. Hale, USN, Hollywood, Calif., the air officer, took charge of firefighting and damage control parties on the flight deck and hangar deck. The navigator, Comdr. Stephen Jurika, USN, Parris Island, S. C., under conditions that made the loss of the ship seem inevitable, remained steadfast and, with great calm and cool courage, continued to navigate the ship. Comdr. Francis K. Smith, USN, Minneapolis, Minn., senior medical officer, established an emergency sick bay and personally treated the wounded in the face of constant explosions, raging fires and enemy air attacks.

Below decks, chief engineer Lt. Comdr. Thomas J. Greene, USN, Omaha, Neb., kept power on the ship until forced by suffocating smoke to abandon engineering and boiler room spaces. Later, under further enemy air attacks, he penetrated smoke-filled compartments, and by his inspiring leadership, succeeded in restoring power and enabling the ship to get underway. Lt. William S. Ellis, USN, Boone, N. C., led others into smoke and firegutted spaces below decks and succeeded in keeping certain auxiliary power plants in operation so that the ship was able to get underway.

Lt. Comdr. William R. McKinney, USN, San Francisco, Calif., gunnery officer; Lt. Comdr. Robert B. Downes, USNR, Coral Gables, Fla., first lieutenant, and Gunner Thomas M. Stoops, USN, Deshler, Neb., organized firefighting and damage control parties, jettisoning hot ammunition and bombs. Lt. Comdr. McKinney reorganized gun crews and rapidly replaced a number of batteries which drove off at least one close and dangerous attacking plane.

Lt. Comdr. Walter H. Kreamer, USN, Black Mountain, N. C., the communications officer, established an emergency radio receiver and transmitter on the flight deck when communications were completely disrupted. With great courage, he personally operated the radio equipment and continued to transmit and receive vital messages while exposed to flying fragments of exploding bombs and rockets and enemy strafing.

The aviation ordnance officer, Lt. Comdr. George L. P. Stone, USNR, Beverly Hills, Calif., directed a disposal party which jettisoned a large number of high caliber bombs and rockets, some of which were extricated from amidst the wreckage of burning aircraft and were so heated and damaged it was impossible to defuse them.

A list of the men who received Silver Star Medals and Bronze Star Medals follows:

SILVER STAR MEDAL

ABBOTT, Gilbert P., QM3c, USNR, Cooperstown, N. Y.

BERGER, David, Lt. Comdr., USNR, Philadelphia, Pa.

COSTA, Laurentino E., MM3c, USNR, Taunton, Mass.

DAVIS, Holbrook R., QM3c, USNR, Cape Cod, Mass.

GATLIN, Grimes W., Lt., (ChC) USNR, Dallas, Tex.

GRAHAM, Stanley S., Lt.(jg), USNR, New York, N. Y.

GREEN, William E. Jr. Mach., USN, Fresno, Calif.

GUDBRAHDSEN, James H., MM1c, USNR, Boston, Mass.

HAMEL, William H., EM3c, USN, Clyde, Kans.

MACOMBER, Walter E., Mach., USN, Sedro-Wooley, Wash.

MAYER, Norman C., S1c, USNR, Chicago, Ill.

MCCRARY, Robert D., Ens., USN, Coronado, Calif.

MILLER, Charles E., SF1c, USN, Albany, N. Y.

NEWLAND, Walter M., 1st Lt., USMCR, Nashville, Tenn.

RODGERS, Earnest B., Lt., USNR, Knoxville, Tenn.

STONE, Harold S., CRT, USNR, San Francisco, Calif.

SWANSON, Ernest A., Lt.(jg), USNR, Sioux City, Iowa.

TIARA, Joseph B., Lt.(jg), USN, Union City, N. J.

WASSMAN, Edward H. R., Lt.(jg), USNR, New Rochelle, N. Y.

WHITE, Bill J., Lt.(jg), USNR, Earle, Ark.

BRONZE STAR MEDAL

Gold star in lieu of second award:

EDDINS, Lewis R., Ch. Carp., USN, Charlottesville, Va.

PHILLIPS, Elmer C., Ch. Elec., USN, Tulsa, Okla.

TAPPEN, Melvin M., Lt., USNR, Chulkatuck, Va.

THAYER, Robert M., Lt.(jg), USNR, Cresco, Iowa.

First award:

AIZPURU, Joe, Lt.(jg), USNR, Tampa, Fla.

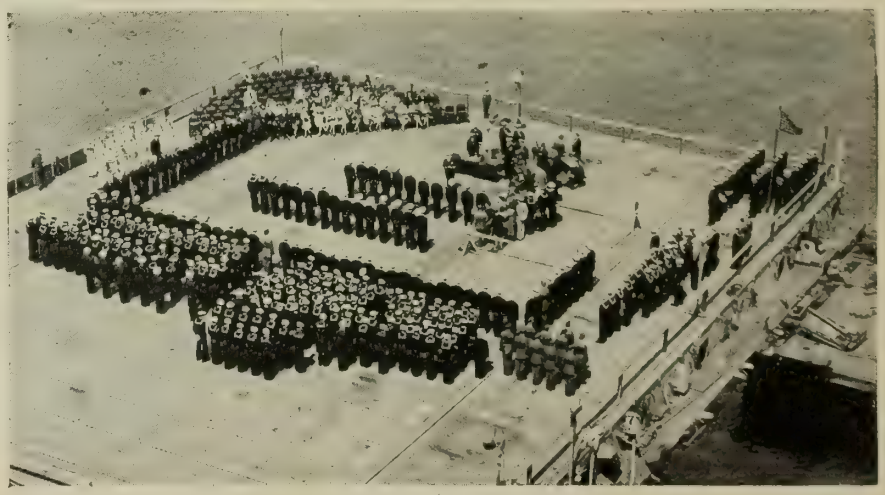
ALBRECHT, William R., S1c, USNR, Morristown, N. J.

ALBRITTON, Jesse M Jr., Lt., USNR, Arlington, Va.

ALMEIDA, Arthur S., AOM3c, USNR, Bristol, R. I.

BARNABY, Donald R. E., Lt.(jg), USNR, Skowhegan, Maine.

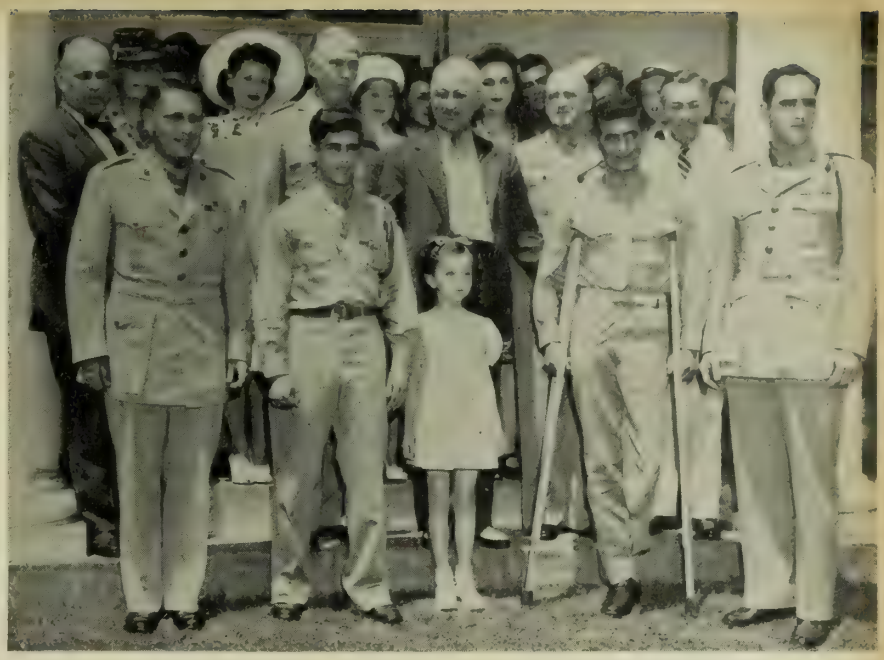
BARR, John B., Lt., USNR, Grosse Pointe Farms, Mich.



Official U. S. Navy photograph

Awards made on Franklin by Vice Admiral Aubrey W. Fitch as DCNO (Air.)

BARRY, Ralph, WT1c, USN, Hastings, Neb.
BOWMAN, Alex E., Y3c, USNR, Altoona, Pa.
BOWMAN, Marvin K., Lt.(jg), USN, Buckley, Wash.
BOYD, Robert L., S1c, USNR, Nocone, Tex.
BRUNDIGE, Maurice M., Lt.(jg), USNR, Granger, Tex.
BRUMFIELD, James I., WT1c, USNR, Gallipolis, Ohio.
BROWING, William L., SM3c, USNR, Takoma Park, Md.
BROWN, Paul W., S2c, USNR, Fort Worth, Tex.
CANNEY, Frank C., Lt., USNR, Norfolk, Va.
CARTWRIGHT, John E., GM3c, USNR, Paragould, Ark.
CHARNSTROM, Lloyd E., Pfc, USMCR, Montevideo, Minn.
CHASE, Frank T. Jr., S2c, USNR, Seabrook, N. H.
CHENEY, George W. Jr., Lt., USNR, Washington, D. C.
CLOSE, Hugh W. Jr., Lt.(jg), USNR, Lansdowne, Pa.
COLLINS, Arthur L., F1c, USNR, Tulsa, Okla.
DAVIS, Lewis F., Lt. Comdr., USNR, Jonesboro, Ark.
DURR, Charles G., Lt., USNR, Bellingham, Wash.
ELLIOTT, Herbert T. Jr., Maj., USMC, Pueblo, Colo.
FELLOWS, Clyde H. Jr., Lt., USNR, Seattle, Wash.
FINKENSTEDT, Charles L., SSML3c, USN, Cressent Springs, Ky.
FOWLER, Alvin L., CPC, USN, Lewiston, Pa.
FOWLER, William J. Jr., AOM1c, USN, Baltimore, Md.
FOX, Elmer L., Lt., USN, Hayward, Calif.
FRIEDMAN, Herman S., SF2c, USNR, Bronx, N. Y.
GEIER, Philip O. Jr., Lt., USNR. Cincinnati, Ohio.
GUGLIELMO, William, S1c, USNR, Garfield, N. J.
HALE, Roy G., Gunner, USN, Los Angeles, Calif.
HART, Stephen C., SM3c, USNR, Wetherefield, Conn.
HATCHER, Walter S., Ch. Gunner, USN, San Francisco, Calif.
HELSEL, Wilson K., Lt.(jg), USNR, Los Angeles, Calif.
HIZER, DeVon M., Lt. Comdr., USN, Kewanna, Ind.
HOGGE, Wilton G., F1c, USNR, Newport News, Va.
HOLSTROM, Edward, MM2c, USNR, Biwabik, Minn.
HOPKINS, Joseph P., F1c, USNR, Bronx, N. Y.
HOTTINGER, Eugene J., S1c, USNR, Chicago, Ill.
HUNTINGTON, Theodore T., Lt., USNR, Minneapolis, Minn.
JACOBS, Charles W. Jr., S1c, USNR, Coolsemme, N. C.
JORTBERG, Richard E., Ens., USN, Portland, Maine.
KIDWELL, Irving L., Y2c, USNR, Washington, D. C.
KISSWELL, Lynn M., AOM2c, USNR, Springfield, Ohio.
KLEIBER, Bernard, WT2c, USNR, Manitowoc, Wis.
KLIMKIEWICZ, Wallace L., Pvt., USMC, Jersey City, N. J.



Official U. S. Marine Corps photograph

MEDALS OF HONOR were awarded by President Truman at White House last month to three marines and a soldier, left to right in front row above: Maj. Everett P. Pope, USMC; Pfc. Gino J. Merli, of Army; Pfc. Luther Skaggs Jr., USMCR; 1st Lt. Carlton R. Rouh, USMCR. Shown with them are members of their families and, just behind the medal winners, General of the Army George C. Marshall, the President, Gen. A. A. Vandegrift, Marine Commandant, and Secretary of the Navy Forrestal. The little girl standing in front of the President is 7-year-old Florette Graham, niece of Lt. Rouh. Citations of the three marines are reported in an article on the next page.

LABIANCO, Joseph, S2c, North Bergen, N. J.
LEBLANC, Harold, CPC, USN, Abbeville, La.
LEFF, Marvin G., Lt.(jg), USNR, Los Angeles, Calif.
LIGHTFOOT, Frederick S., Ens., USNR, New York, N. Y.
LINDBERG, John H., EM2c, USNR, Chicago, Ill.
LOCKE, Robert Jr., SF1c, USNR, Stockport, Ohio.
MACALLISTER, William M., EM1c, USNR, Cedar Rapids, Iowa.
MARSHALL, Guy S., Ens., USN, Long Beach, Calif.
MCCAFFREY, John W., WT1c, USN, Parkersburg, W. Va.
MCCLELLAN, William A., Ens., USNR, Washington, D. C.
MONKUS, Frank, SF1c, USNR, Chicago, Ill.
MOZDZIAK, Henry J., S1c, USNR, Buffalo, N. Y.
NARDELLI, Walter, Lt.(jg), USNR, Waltham, Mass.
NOBLE, Charles M., BM1c, USN, Columbus, Ohio.
NOTT, William J., MM2c, USNR, Groton, Conn.
ODOM, James P., MM1c, USNR, Wainesboro, Miss.
OLIVER, Audrey L., S1c, USNR, Ossining, N. Y.
ORENDORFF, Carl S., ACOM, USNR, Nutter Fort, W. Va.
OXLEY, Robert W., GM3c, USNR, Johnsonburg, Pa.
REYNOLDS, William W., AerM3c, USN, Kansas City, Mo.
RICKS, Benjamin M., S1c, USNR, Ashland, Oreg.
RITZ, George B., Lt.(jg), USN, Long Beach, Calif.
ROBERTSON, Frederick S. Jr., Lt., USN, Finchville, Ky.
SHEPARD, John W. Jr., CPC, USN, Cambridge, Ohio.
SKORICH, John, 1st Lt., USMC, Marble, Minn.
SMITH, John F., F1c, USNR, Medford, Mass.
STREICH, Hans A., WT3c, USNR, Madison, Wis.
TAMMEAID, Niloai, BM2c, USN, Astoria, N. Y.
TAYLOR, Everett J., Lt.(jg), USNR, Downington, Pa.
TUCKER, Charles V., Cox., USNR, Pierport, S. D.
TUREK, Charles B., Lt., USNR, La Jolla, Calif.
TURNER, James W., WT1c, USNR, Greensburg, Ind.
VALLONI, Thomas J., CEM, USN, San Jose, Calif.
VAUGHAN, James A. Jr., Lt., USNR, Minneapolis, Minn.
WEST, James W. Jr., Lt. Comdr., USNR, New York, N. Y.
WELLMAN, Frederick E., MM2c, USN, Michigantown, Ind.
WHITAKER, John D., Lt. Comdr., USNR, Glencoe, Ill.
WILLIAMS, Wilfred J., Y3c, USN, Belle Fourche, S. D.
WILSON, Dorris W., S1c, USNR, Stephens, Ark.
WINEMAN, Robert J., Lt.(jg), USNR, Braintree, Mass.

Medals of Honor Awarded to Four Marines For Extraordinary Heroism Against Japs

Three marines who risked their lives to defend their comrades against suicidal Jap attacks and a fourth who died to prevent the explosion of a hand grenade from killing his men have been awarded Congressional Medals of Honor.

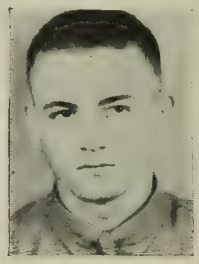
Maj. Everett P. Pope, USMC, Wollaston, Mass.; 1st Lt. Carlton R. Rouh, USMCR, Lindenwold, N. J., and Pfc. Luther Skaggs Jr., USMCR, Brownsville, Ky., were presented with their medals at the White House by President Truman last month. Mr. and Mrs. Lawrence K. Bausell, Washington, D. C., received the Medal of Honor awarded posthumously to their son, Corp. Lewis K. Bausell, USMC, from Secretary Forrestal.

While serving as commanding officer of Co. C, 1st Btn., 1st Marines, 1st Marine Division on Peleliu, 20 Sept. 1944, Maj. (then Capt.) Pope led his company in an assault on a steep coral hill. Subjected to cannon fire which caused heavy casualties, he rallied his men and gallantly led them to the summit. Forced to deploy his men thinly, and with his machine guns out of action, insufficient water and ammunition, he remained on the exposed hill with 12 men and one wounded officer, determined to hold through the night. Attacked continuously with grenades, machine guns and rifles from three sides, twice subjected to suicidal charges during the night, he and his valiant men fiercely beat back the enemy, using rocks when their supply of ammunition dwindled. He maintained his lines with his eight remaining men until daylight brought more deadly fire and he was ordered to withdraw.

On 15 September on Peleliu, Lt. Rouh, who was serving with the 1st Btn., 5th Marines, 1st Marine Division, entered an enemy pillbox before permitting his men to use it for a mortar observation post. Upon entering he was severely wounded by Jap rifle fire from within. Assisted to a less exposed area by two marines, he was further endangered by an enemy grenade which was thrown into their midst. Quick to act in spite of his weakened condition, he lurched to a crouching position, thrust the men aside, and took the full blast of the explosion himself.

Pfc. Skaggs, a squad leader with a mortar section of the 3d Division on the Asan-Adelup beachhead, Guam, on 21-22 July 1944, assumed command when the section leader became a casualty and led his men 200 yards through intense fire to deliver coverage for the assault on a strategic cliff. Valiantly defending this position through the night, he was critically wounded when a Jap grenade lodged in his foxhole and shattered the lower part of his leg. He quickly applied a tourniquet and, propped up in his foxhole, gallantly returned the enemy's fire with his rifle and hand grenades for eight hours. Later he crawled unassisted to the rear to continue the fight until the Japs had been annihilated.

Within a few hours of Lt. Rouh's exploit, Corp. Bausell, who served in the same battalion, led his squad in a charge against an enemy pillbox which was covering a vital sector of the beach. As the first to reach the emplacement, he immediately fired his automatic into the aperture as the rest of his men closed in on the enemy. When a Jap grenade was hurled into their midst, he threw himself on the deadly weapon, taking the full blast of the explosion and sacrificing his life to save his men.

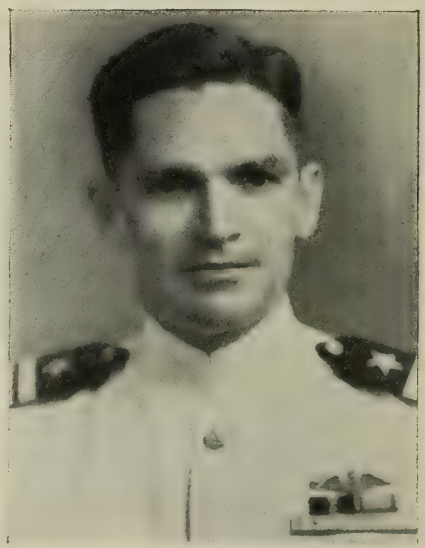


Corp. Bausell

NAVY CROSS

Gold star in lieu of fourth award:

★ GALLAHER, Antone R., Comdr., USN, Washington, D. C.: As commanding officer of a submarine in Japanese waters he was aggressive and determined, boldly launching a series of brilliantly planned and executed attacks which resulted in the sinking of a number of Japanese vessels and the damaging of others. A superb seaman, cool and courageous in carrying the fight to the enemy at every opportunity, he inspired his gallant officers and men to heroic efforts in the successful fulfillment of a vital and hazardous mission.



Comdr. Gallaher

Gold star in lieu of third award:

★ MITSCHER, Marc A., Vice Admiral, USN, Hillsboro, Wis.: As commander of a fast carrier task force from January to May 1945 he led it in a series of relentless attacks against the enemy in support of our amphibious operations at Iwo Jima and Okinawa. Four times he led his force deep into enemy waters close to the shores of Japan. Twice he struck airfields and installations in the Tokyo area; twice he struck airfields in the Kyushu area, on one occasion also heavily attacking enemy combatant vessels in the Inland Sea. On another occasion when an enemy task force consisting of the battleship *Yamato*, a light cruiser and nine destroyers sortied from the Inland Sea and threatened our forces, he immediately turned north to intercept the enemy, and on 7 April, in a brilliant attack with carrier aircraft southwest of Kyushu, sank the *Yamato*, the light cruiser and four destroyers. When not engaged in these attacks in the vicinity of the Japanese homeland, his force operated continuously in direct support of our forces at amphibious objectives. Throughout a long and exhausting campaign, under almost daily attack by enemy aircraft, he maintained an indomitable spirit of the offensive, never missing an opportunity to meet with his entire available combat strength any threat to our amphibious operations. Forces under his command inflicted great damage on the enemy and maintained control of the sea and air from the Marianas to the shores of Japan. His heroic personal example was an inspiration to the officers and men of his command and combined with his skillful and aggressive leadership assured the success of the operations.

★ SHELBY, Edward E., Comdr., USN, Groton, Conn.: As commanding officer of a submarine during a war patrol, he successfully launched well-planned attacks which resulted in sinking enemy vessels totaling nearly 25,000 tons. His conduct throughout was an inspiration to his officers and men.

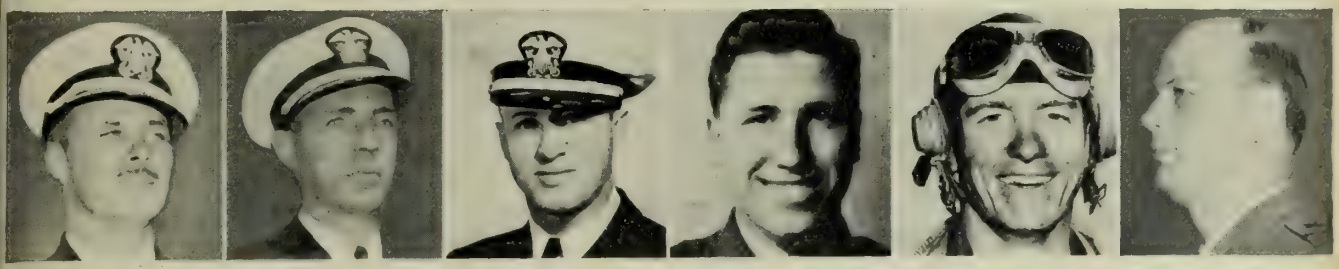
Gold star in lieu of second award:

★ BANKER, Donald F., Lt. Comdr., USN, Duluth, Minn. (missing in action): As commanding officer of a bombing squadron attached to the USS *Lexington* during an offensive action in Manila Harbor on 5 Nov. 1944, he gallantly led his flight in a vigorous, intensive attack against Jap fleet units. In bold defiance of the enemy's fierce aerial opposition, he plunged through withering antiaircraft fire to press home his attack. Accurately releasing his bomb load at perilously low altitude, he succeeded in scoring a direct hit on an enemy heavy cruiser which contributed materially to her destruction before his plane was shot down as he pulled out of his dive. His superb airmanship, indomitable fighting spirit and extreme courage in the face of tremendous odds during this and numerous other brilliantly executed strikes were essential factors in the extensive and costly damage inflicted on hostile shipping, shore installations and aircraft in the Pacific area.

★ MELVIN, Donald J., Lt. Comdr., USNR, Falls Church, Va.: As commander of a torpedo squadron at-

WINNERS OF THE NAVY CROSS

Donald F. Banker, Lt. Comdr., USN — Robert B. Downes, Lt., USNR — William S. Ellis, Lt., USN — Leslie E. Gehres, Capt., USN — E. B. Grantham, Jr., Comdr., USN — Thomas M. Gutowski, PhM3c, USNR



Henry H. Hale, Comdr., USN — Stephen Jurika, Comdr., USN — William H. Keighley, Lt. Comdr., USNR — Bernhard LeCaptain, PhM2c, USNR — William P. Marontate, Lt., USMCR — Donald J. Melvin, Lt. Comdr., USNR

Marc A. Mitscher, Vice Admiral, USN — Charles V. Porras Jr., PhM3c, USNR — Alan Reed, Lt., USNR — William S. Rising, 3d., Lt., (jg) USNR — John S. Roberts, Capt., USN — Edward E. Shelby, Comdr., USN

Hugh A. Shiels, Lt., USNR — Clyde A. Simons, Sgt., USMC — Francis K. Smith, Comdr., USN — Raymond A. Spruance, Admiral, USN — G. L. P. Stone, Jr., Lt. Comdr., USNR — Joe Taylor, Comdr., USN

Photographs not available of Elec. Lewis R. Baker, USN; Capt. Clarence E. Ekstrom, USN; Lt. John R. Gorman, USN; Lt. (jg) Ira G. Loverin, USNR; John A. Messer Jr., PhM1c, USN, and Mach. Marley O. Polk, USN.

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tached to an aircraft carrier during the Battle for Leyte Gulf, he was a daring and skilled airman, dauntless and aggressive in combat. He boldly led his squadron in two vigorous torpedo attacks, braving intense and accurate antiaircraft fire to strike at the enemy and score several damaging hits against major Jap ships. His forceful leadership, personal courage and gallant devotion to the completion of each hazardous mission were essential factors in the success achieved by his squadron.

First award:

★ BAKER, Lewis R., Electrician, USN, Champaign, Ill.: While serving in the steering motor room on board the USS *Lexington* when a hostile torpedo severely damaged that ship, crippled the steering mechanism and filled his compartment with noxious gas, he worked tirelessly and with unwavering determination to adjust the rudder. Despite injuries and the lack of adequate equipment, and fully aware that the hatch above his section was covered with water and escape cut off, he steadfastly continued his efforts until the rudder was finally brought to amidships. His great personal valor in the face of grave peril and his devotion to duty were an inspiration to his shipmates.

★ EKSTROM, Clarence E., Capt., USN, Seattle, Wash.: As commanding officer of an escort carrier in a battle with major units of the Japanese fleet he handled his ship at all times in a highly expert and seamanlike manner. By his courage, skill in combat, and determination, he gave encouragement to his officers and men and to his air

NAVY CROSS cont.

personnel in a manner that caused his action to be largely instrumental in the defeat of a large Jap task force.

★ GORMAN, John R., Lt., USN, Summerville, S.C.: While aboard the USS *Lexington* during rescue operations after the torpedoing of his ship by Japanese forces, he worked desperately despite freon gas which filled the access trunk, continuing attacks and rising water, to free four enlisted men trapped below decks by the explosion. Fully realizing the constant threat from bulkheads in imminent danger of collapsing, he remained at this station, pumping from the access trunk until he finally succeeded in rescuing the four trapped crew members. By his unfaltering devotion to duty and great personal valor, he undoubtedly saved the lives of his men.

★ GRANTHAM, Elonzo B. Jr., Comdr., USN, Norfolk, Va.: As commanding officer of the USS *Robinson* during the Battle of Surigao Strait, he skillfully placed his ship in an advantageous striking position despite extremely hazardous conditions. Launching his torpedoes with precise timing in a sudden, coordinated attack, he surprised the enemy and rendered him vulnerable to the smashing blows of our heavy naval units. Subsequently retiring without damage from the furious engagement which resulted in the sinking of two Jap battleships and three destroyers before effective return fire could be brought to bear against our task force, Comdr. Grantham contributed materially to the decisive defeat of the aggressive enemy force.

★ GUTOWSKI, Thomas M., PhM3c, USNR, Northampton, Mass. (posthumously): While serving with the 1st Platoon, Co. A, 1st Btn, 29th Marines at Saipan on 15 June 1944, he and his company were pinned down by fierce, concentrated enemy artillery fire during an advance deep into enemy territory. When several members of the forward platoon were wounded by bursting shellfire, he boldly faced the withering barrage to go to the aid of the marines. While ministering coolly and efficiently to his fallen comrades he was himself seriously wounded by shrapnel from an exploding shell. Disregarding his own intense pain, he steadfastly refused to be evacuated and continued his valiant service until he succumbed to his wounds. His daring aggressiveness, exceptional fortitude and self-sacrificing efforts contributed to the saving of many lives.

★ KEIGHLEY, William H., Lt. Comdr., USNR, Huntington Park, Calif.: As pilot of a torpedo plane attached to the USS *Kalinin Bay* during the Battle for Leyte Gulf he unhesitatingly plunged on an enemy disposition, scoring three direct hits on an enemy cruiser. He repeatedly defied the terrific concentration of enemy fire from guns of all calibers to make bold torpedo runs; then, with his torpedoes expended, he relentlessly strafed the ships, gallantly drawing their fire to his own plane and diverting it from friendly torpedo planes. A superb airman, he contributed essentially to the extensive damage inflicted on the enemy and aided materially in saving his own force from disaster.

★ LECAPTAIN, Bernhard, PhM2c, USNR, Glen Flora, Wis. (posthumously): While attached to the 2d Btn, 9th Marines, 3d Marine Division during the battle for Fonte Hill, Guam on 25 July 1944, he repeatedly risked his life to minister to men wounded in battle. He unhesitatingly ran through heavy machinegun fire 75 yards to a wounded marine and then carefully used the scant cover of a small parapet to protect the marine. He himself remained exposed while administering first aid. Continuing his daring and gallant service, he dragged another casualty to a nearby ravine to provide comparative safety during medical treatment. A few minutes later he braved the intense barrage to rescue another wounded man who lay in the fire lane. Although severely wounded by rifle fire while caring for his patient, LeCaptain calmly continued his task. He attempted to rise from his kneeling position only to collapse from extreme loss of blood and succumb before assistance could reach him.

★ LOVERIN, Ira G., Lt. (jg), USNR, Dinuba, Calif.: As a pilot attached to an escort carrier in the Southwest Pacific Area on 25 Oct. 1944 he participated in the first strike of the day on an enemy task force. He executed bold attacks in the face of intense fire in a desperate attempt to render aid to our own vessels which were being shelled by the enemy ships. Although he knew that his small guns could do little damage to the armor of the large enemy ships, he made his runs with courage and audacity.

★ MARONTATE, William P., Lt., USMCR, Seattle, Wash. (posthumously): While attached to Marine Aircraft Group 14 in combat in the Solomon Islands area from 9 Oct. 1942 to 15 Jan. 1943, he led his four-plane division in his first tour of duty with such skill that 56 enemy aircraft were destroyed. He personally accounted for 9 hostile aircraft. On 5 January, while leading a section of fighter planes as protection for a task force, he gallantly fought off enemy aircraft which were attacking our vessels and brought down two Jap divebombers and one Zero. While escorting a striking force of divebombers on 15 January in an attack against enemy shipping off New Georgia Island, he succeeded in destroying at least one enemy aircraft before he was shot down by Jap fighters.

★ MESSER, John A. Jr., PhM1c, USN, Picher, Okla. (posthumously): While serving with a Marine artillery battalion on Saipan, 7 July 1944, when hostile forces overran an artillery position and inflicted heavy casualties, he unhesitatingly volunteered to penetrate the Jap lines to bring out the wounded. Although three of his four men were wounded as he led them across an open field under intense sniper and mortar fire, he courageously continued moving forward and evacuated eight men. Subsequently, with utter disregard for his own personal safety, he made two more trips into this hazardous area, recovering numerous other casualties, but was mortally wounded by Jap sniper fire before completing his third mission.

Admiral Ruddock Wins 5 Medals for Pacific Service

Two Navy Crosses and three Legion of Merit awards have been presented to Rear Admiral Theodore D. Ruddock Jr., USN, Annapolis, Md., for extraordinary heroism and meritorious conduct during the Marianas and Philippine campaigns and as CO of the USS *Massachusetts*.

Admiral Ruddock's first Navy Cross was awarded for his heroic action as commander of a battleship division during the Battle of Surigao Strait. With his division placed in the strategic T-formation, he directed shattering broadsides against a formidable column of Jap warships. Before they could return effective fire, two battleships and three destroyers were annihilated.

Admiral Ruddock

Later, while commanding a task group during the assault on Mindoro, he won his second Navy Cross. He held his battleships, escort carriers, cruisers and destroyers to an undeviating course through the dangerous waters of the Mindanao and Sulu seas and within easy striking distance of about 600 hostile aircraft. Fighting off savage aerial onslaughts, he directed a continuous, accurate bombardment of coastal defenses, providing effective protection for our ground forces throughout the landing operations.

His services in directing bombardments of Tinian and Leyte earned for him his first and third Legion of Merit. As commander of a fire support group he continued to direct a devastating bombardment of the Sunharon section of Tinian despite heavy damage to his flagship and his own painful wounds. At Leyte, as commander of a battleship division he assisted in the invasion plans and provided continuous, heavy bombardment of the enemy's positions.

As commanding officer of the USS *Massachusetts* from 27 Sept. 1943 to 8 April 1944, he participated in numerous campaigns throughout long and arduous operations. By his skill and courage under repeated and vigorous night and day aerial attacks, he aided in holding the damage to the forces of which the *Massachusetts* was a unit to a minimum. For his direction of this command, Admiral Ruddock was awarded a gold star in lieu of a second Legion of Merit.

Hoist (NTC, San Diego)

"Quick! Rush back and restrict all the qualified swimmers to the starboard side of the ship!"

★ POLK, Marley O., Machinist, USN, Tacoma, Wash. (posthumously): While attached to the USS *Johnston* during the Battle off Samar when she was hit by terrific salvos from enemy gun batteries, he courageously volunteered to go below and close the overboard discharge valve from the main condenser in an effort to check the flooding of that compartment. Swimming through dangerous, debris-laden waters, he reached the valve and was in the act of closing it when additional hits in the engine room caused his death. Polk's initiative, resolute determination and unwavering devotion to duty were in keeping with the highest traditions of the naval service.

★ PORRAS, Charles V. Jr., PhM3c, USNR, *Los Angeles, Calif.* (posthumously): While serving with an assault platoon of Company L, 3d Btn., 1st Marines, 1st Marine Division during action at Peleliu on 22 Sept. 1944 when one marine was killed and two others seriously wounded during an attempt to evacuate casualties in a reconnaissance patrol, he unhesitatingly proceeded far in front of his own lines to aid his helpless comrades. Courageously advancing alone under a withering barrage from Jap machine guns, he succeeded in treating and carrying back, unaided, four of the wounded men before he himself was fatally struck down by a burst of enemy fire.

★ REED, Alan, Lt., USNR, Wyncote, Pa. (posthumously): While serving aboard the USS *Birmingham* when the USS *Princeton* was attacked and her crew ordered to abandon ship during the Battle for Leyte Gulf, he volunteered to lead a fire-fighting crew to the stricken vessel. Despite the constant danger from further imminent detonations and enemy aerial attack, he fearlessly boarded the *Princeton* in the face of raging flames. Directing his men with skill and superb courage, he succeeded in extinguishing a number of fires before he was recalled to his own ship as a large group of enemy aircraft again approached his task force and contact with an enemy submarine was reported. When the *Birmingham* subsequently returned alongside the *Princeton*, he continued his valiant efforts until he was mortally wounded during a sudden violent explosion in the magazine section of the crippled vessel.

★ RISING, William S. 3d, Lt.(jg), USNR, Brooklyn, N. Y.: In a battle against major units of the Japanese fleet off Cape Engano, Luzon, on 25 Oct. 1944, he scored one of eight direct hits which sank a *Chitose*-class carrier. Undaunted in the face of relentless, devastating antiaircraft fire, he rendered gallant service during the bitterly fought engagement in which all carriers, a light cruiser and a destroyer of the enemy's task force were sunk and heavy bomb and torpedo damage inflicted on battleships and other important naval units.

★ ROBERTS, John S., Capt., USN, Danville, Ky.: As commanding officer of a warship in action against major units of the Jap fleet during the Battle of Surigao Strait he skillfully maneuvered his vessel into advantageous striking position. With cruiser units deployed in a flanking maneuver as tactically disposed destroyer units initiated a series of deadly torpedo attacks against a formidable column of Jap battleships, cruisers and destroyers advancing under cover of darkness, he directed his powerful gun batteries with precise timing in a sudden, coordinated attack. Delivering a smashing naval bombardment, he surprised the enemy and put him to rout. Subsequently retiring from the furious engagement which resulted in the sinking of two Jap battleships and three destroyers, Capt. Roberts' forceful leadership, brilliant professional ability and indomitable determination in the face of tremendous odds, contributed essentially to the decisive defeat of an aggressive enemy force.

★ SHIELS, Hugh A., Lt., USNR, Santa Barbara, Calif.: With bold determination and utter disregard for his personal safety, he drove home an aerial attack on a major ship of the enemy. The strike in which he participated resulted in serious damage to the ship.

★ SIMMONS, Clyde A., Sgt., USMC, Gary, Ind.: While serving with a Marine infantry battalion on Saipan on 17 June 1944 when the front lines were attacked by enemy tanks before dawn, Sgt. Simmons led his bazooka section to assist the troops being attacked. With extremely cool courage he brought his men through the darkness over open fields to contact the enemy, although subjected to intense fire all along the route. Soon after engaging the Jap tanks, one of his men was severely wounded. Seeing three enemy tanks approaching simultaneously, Simmons manned the wounded marine's weapon and scored hits on all three vehicles. During this outstanding display of accuracy and speed, he exposed himself continuously to intense enemy machine-gun, 37-mm. and 75-mm. fire. His courageous conduct assisted materially in repulsing the Japs on this occasion.

★ SPRUANCE, Raymond A., Admiral, USN, Indianapolis, Ind.: While Commander, 5th Fleet, from January to May 1945, he prepared for and commanded the operations for the capture of Iwo Jima and positions in the Ryukyus, including the covering operations by Pacific Fleet forces in connection therewith. Carrier units of his force penetrated deep into the waters of the enemy homeland and Nansei Shoto, inflicting severe damage upon enemy aircraft, shore installations and shipping. As the officer in command of the operations for the capture of Iwo Jima and Ryukyu positions, including Okinawa, his forces met and overcame desperate enemy resistance. His outstanding professional ability and sound judgment were extremely valuable factors in the seizing of important military objectives with a minimum loss of lives and material to our forces. His initiative, leadership and fighting spirit assured the success of our operations and prepared the way for further strikes against the enemy.

4 More Medals Awarded To Comdr. McCampbell

Comdr. David McCampbell, USN, Norfolk, Va., the Navy's top air ace and holder of the Congressional Medal of Honor, was awarded a second Navy Cross, a Silver Star Medal, a third Distinguished Flying Cross and an Air Medal for his aerial exploits in the Philippines during ceremonies at NAAS Oceana, Va., last month.

His coolness, quick thinking and outstanding leadership resulted in the sinking of a Jap aircraft carrier, a light cruiser and two destroyers, the heavy damaging of a large and a small carrier and two destroyers, and the damaging of a battleship in action off Luzon. His outstanding performance which kept our own losses to a minimum won for him a gold star in lieu of a second Navy Cross.

Official U. S. Navy photograph

Comdr. McCampbell receives one of his four new medals from Commodore Gordon Rowe, USN, at Quonset, R. I.

The Silver Star Medal was awarded for his fighter plane attack in the Central Philippines when he destroyed enemy planes in aerial combat and caused serious damage to a merchant ship. As leader of a fighter sweep in the same area he destroyed three enemy planes in the air and two more on the ground. For this action he won a gold star in lieu of a third Distinguished Flying Cross. He was awarded the Air Medal for meritorious acts as pilot of a carrier-based fighter plane in action against enemy land bases and shipping throughout the Central Pacific from 19 May to 24 Sept. 1944.

DISTINGUISHED SERVICE MEDAL

Gold star in lieu of second award:

★ BLANDY, William H. P., Rear Admiral, USN, Washington, D. C.: As the commander of an amphibious task group prior to and during the seizure of Peleliu and Angaur and the occupation of Ulithi Atoll from July to September 1944, he was a brilliant organizer, exercising meticulous care and foresight in the formulation of plans for these aggressive missions. He operated his command efficiently and with forceful determination, accomplishing the capture of Angaur on 17 September with minimum loss of life and, within three days, clearing the island of all but a small group of Jap defenders. When a change in strategy made the capture of Ulithi more urgent, Rear Admiral Blandy effectively revised his original plans and, by his outstanding professional skill and distinguished leadership, achieved his objective on 23 September, making available a fleet base of vital importance to the success of future naval operations.

Admiral Blandy

First award:

★ CALHOUN, William L., Vice Admiral, USN, Coronado, Calif.: As Commander Base Force and Commander Service Force, Pacific Fleet, from December 1939 to February 1945, he was charged with logistic support of the Pacific Fleet and naval shore-based establishments in the Pacific Ocean Area. He applied keen intelligence and resourceful initiative to the complexities of his assignment and, working with tireless energy, planned and organized a greatly enlarged service of supply which enabled him to provide personnel, provisions, fuel and ammunition for all fleet operations. An extremely able administrator, he also planned the requirements for each proposed new base and, in addition, acted for the Commander in Chief, Pacific Fleet, in supervising matters relating to the maintenance of ships of the fleet. By his keen foresight, decisive judgment and tenacious determination in the fulfillment of an urgent mission, he contributed essentially to the efficiency of combined operations and to the success of our war effort in the Pacific Area.

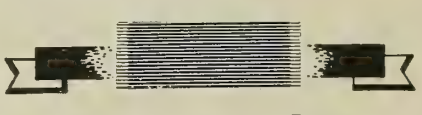
Admiral Calhoun

★ ROYAL, Forrest B., Rear Admiral, USN, Arlington, Va.: As commander of an amphibious task group during the preparation for and throughout our assault operations against the enemy-held islands of Leyte and Luzon from July 1944 to January 1945, he was a resourceful tactician and brilliant leader. He displayed exceptional ability in organizing and training the forces under his command into a smoothly functioning unit and in formulating plans for the invasions, working tirelessly and with meticulous attention to the most minute details incident to our landing operations. A master of amphibious warfare, deeply imbued with the spirit of combat, he maintained his force at the peak of battle efficiency, contributing immeasurably to the successful accomplishment of the missions assigned to his command, with minimum loss in personnel and material. His outstanding professional skill, daring aggressiveness and valiant devotion to duty throughout were essential factors in the success of our sustained drive toward a fanatic, determined enemy. The award was made prior to Admiral Royal's death aboard his flagship in June.

Admiral Royal

★ SIMARD, Cyril T., Commodore (then Capt.), USN, La Mesa, Calif.: As commanding officer of NAS, Midway Island, in action against enemy Japanese forces during the period 3-7 June 1942, the forces under his command successfully repulsed repeated enemy aerial attacks and carried out efficiently executed scouting operations in the area of action, thereby contributing materially to the decisive defeat of the enemy in the Battle of Midway.

Commodore Simard



LEGION OF MERIT

Gold star in lieu of second award:

★ FURLONG, William R., Rear Admiral, USN, Washington, D. C.: Commandant of the Navy Yard, Pearl Harbor, 27 Dec. 1941-24 May 1945.

★ RICHARDSON, Clifford G., Capt., USN, Norfolk, Va.: Commander of a transport group, central and southwest Pacific waters, 15 Sept.-23 Oct. 1944.

★ TUFTS, David A., Lt. Comdr., USNR, West Medford, Mass.: CO of the USS *Inch*, 3 July 1944.

WHERE used in the listings of medal winners in this section, dates refer to the day or period of the particular performance for which the award was made and do not necessarily cover the whole period of service in the duty indicated.

First award:

★ CARTER, Jesse H., Capt., USN, Texarkana, Ark.: Commander of a destroyer squadron, and commander, screen of a task group, Iwo Jima, Chichi Jima, Hachijo Jima, and Jap mainland, 10 Feb.-21 March 1945.

★ CROSSE, Charles W., Rear Admiral, USN (Ret), San Francisco, Calif.: Commander, Subordinate Command, Service Force, Pacific Fleet, 2 June 1941-2 Dec. 1944.

★ GARDNER, Matthias B., Rear Admiral, USN, State College, Pa.: CO of a fast carrier, western Pacific.

★ GREENMAN, William G., Capt., USN, Watertown, N. Y.: Head of the advance base planning section, CincPac and CincPoa, 17 Sept. 31 Dec. 1943.

★ HALL, Norman B., Commodore, USCG, Chevy Chase, Md.: Chief of the port security division of the Coast Guard, Washington, D. C., June 1942 to December 1944.

★ JOHANSEN, John M., Lt.(jg), USN, Houston, Tex.: Aboard a warship, Philippines.

★ MOORE, Frederick T., Lt. Comdr., USN, Brighton, Mass.: CO of an air group, Pacific area, 15 March-28 Nov. 1944.

★ MURPHY, Vincent R., Rear Admiral (then Capt.), USN, Norfolk, Va.: War plans officer, staff of CincPoa, 1 April-2 July 1942.

★ PACE, Leo L., Capt., USN, Guide Rock, Neb.: Commander of a submarine division, Pacific war area.

★ PEAVEY, William B., Lt., USNR, Southold, N. Y.: CO of the USS *SC 690*, Anzio, 15 Feb. 1944.

★ PERRY, John, Capt., USN, Greenville, S. C.: CO of the USS *Belleau Wood*, Marianas, Battle of the Philippine Sea.

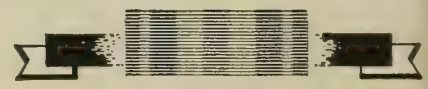
★ RICHARDSON, Alvin F., Comdr., USN, Ackerman, Miss.: CO of the USS *Gatling*, Palau and Philippine invasions, air strikes against the Philippines and Formosa.

★ RICHARDSON, Clifford G., Capt., USN, Norfolk, Va.: Commander of a transport group, Tinian, 24-28 July 1944.

★ ROBERTS, Ralph H., Capt., USN, Tuscola, Ill.: CO of a warship, Pacific war area, 12 Oct. 1943-3 Jan. 1945.

★ SALLADA, Harold B., Rear Admiral, USN, Cincinnati, Ohio: Commander, support aircraft, Kwajalein Atoll, January and February 1944.

★ TUFTS, David A., Lt. Comdr., USNR, West Medford, Mass.: CO of the USS *Inch*, 11-12 June 1944.



SILVER STAR MEDAL

Gold star in lieu of second award:

★ BRYANT, James S., Lt., USNR, Los Angeles, Calif.: Assistant approach officer in a submarine.

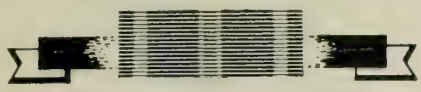
★ GOSSETT, Roy A., CQM, USN, Santa Ana, Calif.: Aboard a submarine, Southwest Pacific Area.

★ KNOX, Stuart C., Lt., (MC) USNR, Los Angeles, Calif.: Landings at Empress Augusta Bay, 1 Nov. 1943.

First award:

★ ADAMS, Cecil L., PhM3c, USNR, Yancey, Ky. (posthumously): 2d Marine Div., Saipan, 19, 25 June 1944.

★ BACHMAN, William R., MoMM2c, USN, Harrisburg, Pa.: Aboard a sub.
★ BESSE, William E., Pfc., USMC, Danville, Ill.: Marine rifle company, Peleliu, 27 Sept. 1944.
★ BURNHAM, Daniel J., PhM3c, USNR, Springfield, Mass.: Eniwetok Atoll, 18 Feb. 1944.
★ CARLISLE, Charles S., BM2c, USNR, New Orleans, La.: Gun captain, USS *Wadsworth*, Bougainville, 1 Nov. 1943.
★ CLEARY, Frederick, PhM2c, USNR, Danvers, Mass. (posthumously): 5th Amphibious Corps, Saipan, 21 June 1944.
★ DAVIS, Clifford M., HA1c, USNR, Stanton, Ala. (posthumously): 1st Marine Div., Peleliu, 1 Oct. 1944.
★ ENSMAN, James F., Pfc., USMC, Toledo, Ohio: Artillery regimental wire team, Saipan, 15 June 1944.
★ FISHER, Lewis S. Jr., PhM3c, USNR, Huntington, W. Va. (posthumously): 1st Marine Div., Peleliu, 22 Sept. 1944.
★ FLANAGAN, Henry J., Lt.(jg), USN, San Diego, Calif. (missing in action): Officer of the desk aboard a sub.
★ FRANK, Howard P., Lt.(jg), USNR, Oberlin, Ohio (posthumously): Aboard ship.
★ GARDNER, Charles L., HA1c, USNR, Louisville, Ky. (posthumously): 2d Marine Div., Saipan, 27 June 1944.
★ GILMAN, John E. Jr., Lt., USNR, New York, N. Y.: Aboard ship.
★ HARDY, Robert J., Comdr. (then Lt. Comdr.), USN, Sea Cliff, N. Y.: CO of destroyer, Palaus, 30 March-1 April 1944; Battle of Philippine Sea; Guam, 20 July 1944.
★ JACOBSEN, Benjamin F., PhM2c., USN, Sacramento, Calif. (posthumously): 3d Marine Div., Guam, 21 July 1944.
★ JOHNSON, Roy H., PhM2c, USN, Hill City, Minn.: Marine infantry battalion, Saipan, 18 June 1944.
★ JONES, Sidney W., CQM, USN, Seattle, Wash. (missing in action): Aboard a submarine.
★ KREISLER, Wilbur J., Pvt., USMC, Irvington, N. J.: Demolition team, Peleliu, 15 Sept. 1944.
★ LOCKLEAR, Melvin L., CCS, USN, Oklahoma City, Okla. (posthumously): USS *LST 531*, England, 28 April 1944.
★ LONGBERRY, James T., HA1c, USNR, Youngstown, Ohio (posthumously): 7th Marines, Peleliu, 17 Sept., 4 Oct. 1944.
★ MINER, John O., Comdr., USN, Kirkwood, Mo.: CO of a destroyer, Pacific, 15 June to 27 Nov. 1944.
★ NELLIGAN, John J., PhM3c, USNR, Williamsett, Mass. (posthumously): Marine battalion, Guam, 28 July 1944.
★ NIZZARDI, William E., PhM3c, USNR, Blissfield, Mich. (posthumously): 4th Marine Div., Saipan and Tinian, 15 June-23 July 1944.
★ PASELER, William T., Lt.(jg), USN, North Bergen, N. J.: Aboard ship.
★ PRAUGHT, Benet A., Corp., USMC, Rogers, Minn.: Marine rifle company, Saipan, 27 June 1944.
★ SIMON, Bernard G., Pfc., USMCR, New York, N. Y.: Marine infantry battalion, Peleliu, 17 Sept. 1944.
★ SOWELL, Don R., PhM2c, USNR, Normangee, Tex. (posthumously): 2d Marine Div., Saipan, 18 June 1944.
★ SPRY, Philip A., Pfc., USMC, Munith, Mich.: Marine artillery battalion, Saipan, 7 July 1944.
★ STEVENSON, William A., Comdr., USN, Eugene, Ore.: CO of a submarine.
★ THORNBURG, Harold B., Lt., (MC) USN, Rochester, Ind. (posthumously): Observer in a torpedo plane, Halmahera, 21 Sept. 1944.
★ TISDALE, Ryland D., Comdr., USN (Ret), Sherman Oaks, Calif. (posthumously): Corregidor, 1 May 1942.
★ VERKULLEN, Ronald W., PhM2c, USN, Stanley, Wis. (posthumously): 2d Marine Div., Saipan, 28 June 1944.



DISTINGUISHED FLYING CROSS

Gold star in lieu of second award:

★ DRIESSEN, William F., Lt.(jg), USNR, St. Charles, Ill.: Torpedo bomber pilot.

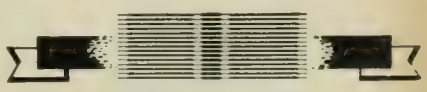
First award:

★ BOGERT, Robert W., AMM3c, USN, East Rutherford, N. J. (missing in action): Turret gunner, torpedo plane, Sibuyan area, Battle for Leyte Gulf.
★ ERICKSON, Lyle A., Ens., USNR, Salt Lake City, Utah (posthumously): Fighter pilot, USS *Princeton*, Philippines, 21 Sept. 1944.
★ FOSHEE, Joseph L., AMM2c, USNR, Lufkin, Tex.: Gunner of a carrier-based torpedo plane.
★ GORDON, Glen E., Ens., USNR, McCracken, Kans. (missing in action): Fighter pilot, Camranh Bay, 12 Jan. 1945.
★ HORNBEAK, Leslie S., Ens., USNR, Springfield, Mo. (missing in action): Bomber pilot, USS *Enterprise*, Philippines, 18 Oct. 1944.
★ JENNINGS, E. F. Kahle, Lt., USNR, Bristol, Va.: Liberator pilot, Pacific, 26 June 1944.
★ MARTIN, George C., Lt.(jg), USNR, Parkersburg, W. Va. (missing in action): Fighter pilot, Philippines, 14 Nov. 1944.
★ MASTERSON, Robert J., Lt.(jg), USNR, Rochester, N. Y.: Pilot, Southwest Pacific Area.
★ MCCARTHY, James P., Lt.(jg), USNR, Chicago, Ill.: Pilot, Philippines, 24 Oct. 1944.
★ REDMON, Clarence Jr., Lt.(jg), USNR, Marshall, N. C.: Navigator, bombardier of a patrol plane, Solomons, Bismarck Archipelago area.
★ RISING, William S. 3d, Lt.(jg), USNR, Brooklyn, N. Y.: Divebomber pilot, Luzon, 5 Nov. 1944.
★ ROCKEFELLER, Frederic L., 1st Lt., USMCR, Greenwich, Conn.: Pilot, Philippines.
★ SOUTHARD, Paul E. Jr., Lt.(jg), USNR, Fairfield, Conn. (missing in action): Torpedo bomber pilot, USS *Essex*, Battle for Leyte Gulf.

NAVY AND MARINE CORPS MEDAL

First award:

★ ANTHONOPOULAS, Norman J. H., Corp., USMC, St. Louis, Mo.: Marine infantry btn., Saipan, 23 June 1944.
★ BENTON, DeWitt S. Jr., QM2c, USN, Monroe, La.: Aboard USS *LCT 125*, Salerno.
★ BRAUN, Alois J., PhM3c, USNR, Milwaukee, Wis. (posthumously): Pearl Harbor, 21 May 1944.
★ BREWER, Charles E., CMM, USN, Danielsville, Ga. (posthumously): USS *Corry*, Normandy invasion.
★ CLARK, Reese C., GM1c, USN, Peru, Ind.: Marianas Islands, 19 June 1944.
★ CREGGER, James L., SF1c, USN, Sattville, Va.: USS *Kimberly*, 19 June 1943.
★ CUMBY, Carl E., BM2c, USN, Atlanta, Ga.: USS *LCI(L) 209*, 26 Jan. 1944.
★ ESCHELMAN, Walter G., BM1c, USN, Leechburg, Pa. (posthumously): USS *Leary*, Atlantic area, 24 Dec. 1943.
★ GABB, Henry J. Jr., S1c, USNR, Oshkosh, Wis.: Philippines, 24 Oct. 1944.
★ GREEN, Theodore R., Ens. (then PhM2c), USNR, Fresno, Calif.: LST, Vella Lavella, 1 Oct. 1943.
★ JOHNSTON, Donald L., AOM2c, USNR, Denver, Colo.: Philippines.
★ JONES, William L., PhM2c, USNR, Bakersfield, Calif.: LST, Vella Lavella, 1 Oct. 1943.
★ LANE, Tyras G. Jr., SM2c, USNR, Corbin, Ky.: DE, Atlantic area, 18 Oct. 1944.
★ MARCOUX, Albert T., MoMM3c, USNR, Bridgeport, Conn.: DE, Atlantic area, 18 Oct. 1944.
★ MATHISEN, Gilbert N., PhM2c, USNR, Milltown, N. J. (posthumously): Pearl Harbor, 21 May 1944.
★ MEIKLE, Robert A., AMM1c, USN, Pismo Beach, Calif.: NAAF, Charlestown, R. I., 16 Feb. 1944.
★ ROBBINS, Harry E. Jr., PhM3c, USN, New City, N. Y. (posthumously): 2d Marine Div., Saipan, 15 June 1944.
★ ROGGE, Richard A., CGM, USNR, Madison, Wis.: Narragansett Bay, R. I., 2 Jan. 1945.
★ ROZZANO, Samuel F., PhM3c, USNR, Syracuse, N. Y.: *LST 496*, Normandy.
★ SABELLO, Cyril A., S1c, USNR, Guttenberg, N. J. (posthumously): *PT 353*, New Britain, 27 March 1944.
★ SACK, Joseph F., PhM3c, USN, Leechburg, Pa.: *LST 496*, Normandy invasion.
★ SCHULER, Edwin F., Lt., USNR, Floral Park, N. Y. (posthumously): USS *Eversole*, Battle for Leyte Gulf.
★ SCHULTZ, Joseph I., PhM3c, USN, Huntington, W. Va.: *LST 496*, Normandy invasion.
★ SENTER, Sidney, Pharm., USNR, Los Angeles, Calif.: *LCI(L) 32*, Anzio-Nettuno, 26 Jan. 1944.
★ SIMPSON, Richard C., Lt., USNR, Los Angeles, Calif.: *PT 163* and *168*, New Guinea, 17 May 1944.
★ STITT, Mason L., Ens., USN, Corpus Christi, Tex.: Kwajalein, Sept. 1944.



BRONZE STAR MEDAL

Gold star in lieu of fourth award:

★ DYER, Walter L., Capt., USN, Rumford, Maine: In command of a group of destroyers, Leyte, 1-2 Dec. 1944.

Gold star in lieu of second award:

★ SOUTH, Jerry C., Comdr., USN, Norfolk, Va.: Chief of staff to the commander of a gunfire support group, invasion of southern France.

BRONZE STAR MEDAL cont.

First award:

★ ALLEN, Charles, Capt., USN, Bethlehem, Pa.: Commander of a transport division, Saipan, June 1944.
★ AMICO, Guy J., Pfc., USMC, Chicago, Ill.: Marine infantry battalion, Saipan, 1 July 1944.
★ BONTEMPO, Emil L., SC3c, USNR, Summit, N. J.: USS *LCT 452*, invasion of southern France.
★ BOWERS, Thomas K., Comdr., USN, Annapolis, Md.: Gunnery officer aboard warship, Battle of Surigao Strait.
★ CABLE, Clinton G., CBM, USN, Tacoma, Wash.: Crew member of a vessel, Southwest Pacific Area.
★ CARROLL, Frank M., Lt., USNR, Chicago, Ill.: Service in the ETO, 1 May-15 July 1944.
★ CARTWRIGHT, Philip W., Lt., USNR, Palo Alto, Calif.: In charge of mail liaison, CincPac, September 1942 to May 1945.
★ CHRISTENSON, Robert V., SF1c, USNR, St. Paul, Minn. (posthumously): Member of an underwater demolition unit, Guam, 14 June 1944.
★ CLOWER, John W., Sgt., USMC, Godfrey, Ill.: Chief of a survey team of an artillery battalion, Guam, 21 July, 12 Aug. 1944.
★ DALE, Clifton K., CEM, USN, Poquonock Bridge, Conn.: Aboard a submarine.
★ DALTON, Thomas W. Jr., Lt.(jg), USNR, Buffalo, N. Y.: Boat captain and section leader of a division of boats in the Southwest Pacific.
★ FIORITA, Frank E., SF3c, USNR, Hartford, Conn. (posthumously): Aboard USS *Princeton*, Battle for Leyte Gulf.
★ GARRETT, Kenneth E., GM3c, USNR, Watsonville, Calif.: Vicinity of Philippine Islands, 24 Oct. 1944.
★ GIBBS, Wallace M., Corp., USMC, New Albany, Ind.: Marine infantry battalion, Peleliu, 15 Sept. 1944.
★ GILLHAM, Ingram B. Jr., PhM1c, USNR, Olla, La.: Landing operations at Empress Augusta Bay, 1 Nov. 1943.
★ GUEST, Fredrick H., CBM, USN, Norfolk, Va.: Aboard USS *LST 171*, Leyte, 20 Oct. 1944.
★ HARGAN, Lester D., Lt.(jg), USNR, Ann Arbor, Mich.: CO of the Armed Guard aboard the SS *Adoniram Judson*, Philippines, 22-31 Oct. 1944.
★ HICKEY, Edward J. Jr., Lt. Comdr., USNR, Bethesda, Md.: Member of the staff of the Commander, 7th Amphibious Force, Pacific Area, July 1943-February 1945.
★ HICKMAN, Norman G., Lt., USNR, New York, N. Y.: CO of a PT boat in the Elba landing.
★ HOLLINGSWORTH, J. C. L., 1st Lt., USMC, Franklin, Ohio: Platoon leader of an assault company of infantry, Peleliu, 15 Sept.-10 Oct. 1944.
★ HOUSE, Charles F., Capt., (SC) USN, Newtonville, Mass.: Supply officer on staff of the commander of a service squadron, October 1942 to December 1944.
★ JONES, Sidney W., CQM, USN, Seattle, Wash. (missing in action): Crew member of a submarine.
★ KENNEDY, Francis W., PhM2c, USNR, Danville, Ill.: Marine battalion, Empress Augusta Bay area, 13 Nov. 1943.
★ MACIDYN, Frank J., BM2c, USN, New York, N. Y. (posthumously): Gun captain of an AA battery.
★ MALEY, Paul L., CRM, USN, Redlands, Calif.: Crew member of a sub.
★ MARTIN, John J., Lt., USNR, Hamden, Conn.: Diving officer of a sub.
★ MCCORNOCK, Samuel A., Comdr., USN, Iron River, Mich.: CO of the USS *Reid*, Biak, 2 June 1944.
★ MCEWEN, Glenn O., CCM, USNR, Spokane, Wash.: Member of the 40th CB, Admiralty Islands.
★ MOSSMAN, Clifford W., SM1c, USNR, Philmont, N. Y. (posthumously): Aboard USS *LCI(G) 365*, Guam, 21 July 1944.
★ MURPHY, Vincent R., Rear Admiral, USN, Norfolk, Va.: CO of the USS *Alabama*.
★ NICHTER, George A., HA1c, USNR, Brooklyn, N. Y. (posthumously): Marine division, Saipan and Tinian, 15 June-9 July, 24 July-1 Aug. 1944.
★ PETERSON, Abbot, Comdr., (ChC) USNR, Berkeley, Calif.: Aboard the USS *Birmingham*, 24 Oct. 1944.
★ PHARES, Jesse L., Capt. (then Comdr.), USN, Chevy Chase, Md.: Executive officer of the USS *Augusta*, Normandy invasion.
★ PIRIE, Robert B., Capt., USN, Coronado, Calif.: Chief of staff and operations officer for commander of an air support group, Marianas, 14 June-1 Aug. 1944.
★ PROCTOR, Westley J., CPhM, USN, Corpus Christi, Tex.: Landings on Empress Augusta Bay, 1 Nov. 1943.
★ RATZA, Leon V., Corp., USMC, Millington, Mich.: Squad leader, Saipan, 24 June 1944.
★ REINHEIMER, Harold R., PhM2c, USNR, Chicago, Ill. (posthumously): Co. B, 1st Btn., 29th Marines, Saipan, 18 June 1944.
★ REYNOLDS, Earl R., Ptr3c, USNR, Pittsburgh, Pa. (posthumously): Aboard USS *Princeton*, Battle for Leyte Gulf.
★ RICHARDSON, Alvin F., Comdr., USN, Ackerman, Miss.: CO of the USS *Gatling*, Battle for Leyte Gulf.
★ ROBINSON, James W., PhM2c, USNR, Tulsa, Okla. (posthumously): Marine artillery battalion, Saipan, 20-21 June 1944.
★ RUNDELL, Harry L., PhM2c, USN, Flint, Mich.: Marine rifle company, Cape Torokina area, 19 Nov. 1943.
★ SAXTON, William A. Jr., AM3c, USN, Philadelphia, Pa. (posthumously): Aboard USS *Princeton*, Battle for Leyte Gulf.
★ SIMPSON, William M., Lt., USNR, Winston-Salem, N. C.: Controlling spotter of USS *Phoenix*, Battle of Surigao Strait.
★ SMITH, Alvah P., EM1c, USNR, Bay St. Louis, Miss.: Crew member aboard a submarine.
★ STRONG, Hope Jr., Lt., USN, Winter Park, Fla.: Gunnery officer of a close-in fire-support ship, Tinian, 24 July 1944.
★ SUNDERLIN, Rollo C., CMoMM, USN, Boston, Mass.: Aboard ship, Southwest Pacific Area.
★ TENNANT, John R., Lt. (jg), USNR, Madison, Wis.: PT-boat captain in the Southwest Pacific Area.
★ TERRY, James F., Corp., USMC, Danville, Ill.: Marine rifle company, Peleliu, 16, 20 Sept. 1944.
★ THOMAS, Ivor R., Lt., USNR, Hayward, Calif.: Based on an escort carrier, Southwest Pacific Area.
★ THOMSON, Lowell D., PhM2c, USNR, Riverton, Utah: Aboard an aircraft carrier, Philippines, 24 Oct. 1944.
★ TIPTON, James H., PhM2c, USNR, Ripon, Calif.: Marine battalion, Empress Augusta Bay area, 13 Nov. 1943.
★ TODD, Donald F., HA1c, USNR, Chester, Ill. (posthumously): Hospital corpsman, beach evacuation unit, Tinian, 24 July 1944.
★ TOWNSEND, Marshall O., SoM1c, USCG, Fresno, Calif.: Sound operator aboard a warship.
★ TUCKER, Frank A., Cox., USCGR, Taunton, Mass.: Coxswain of a landing boat, Kwajalein, Guam, Peleliu, Leyte, 31 Jan.-20 Oct. 1944.
★ VAUGHN, Vie J., Ens., USNR, Niantic, Conn.: CEM aboard a submarine.
★ VERNON, Albert B., Lt. (jg), USCGR, Philadelphia, Pa.: CO of a Coast Guard cutter, invasion of Normandy.
★ WAIDELICH, Keith E., QM1c, USN, Jackson, Mich.: Helmsman aboard a submarine.
★ WALLACE, Joseph C., PhM3c, USN, Seattle, Wash.: Aircraft carrier, Philippines, 24 Oct. 1944.
★ WAYMAN, Keith, CPhM, USN, Albany, Mo.: Attached to the 3d Marine Division, Bougainville and Guam campaigns.
★ WEBB, Donald R., HA1c, USNR, Birmingham, Mich. (posthumously): Hospital corpsman, beach evacuation unit, Tinian, 24 July 1944.
★ WEEKLY, Leland S., CTM, USN, Lynwood, Calif. (missing in action): CTM in charge of the forward torpedo room aboard a submarine.
★ WEIDNER, Albert G., SF2c, USNR, Maywood, Ill. (posthumously): Saipan invasion, 14 June 1944.
★ WHITE, James M., GM1c, USN, Springhill, La. (missing in action): Gun captain aboard a submarine.
★ WHITNEY, John P., Capt., USN, Cedartown, Ga.: CO of a ship, 14 June-4 Aug. 1944.
★ WILLIAMS, Billy D., HA1c, USNR, Baton Rouge, La. (posthumously): Beach evacuation unit, 4th Marine Div., Tinian, 24 July 1944.
★ WOOD, Bernard B., Ens., USCG, East Boston, Mass.: CO of a Coast Guard cutter, invasion of Normandy.

Hoist (NTC, San Diego)

"If you forget our anniversary again, I'll get a 48-hour pass and go home to mother!"

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

Navy Considering 'Service Age' Plan As Basis for Releasing Older Men

The Navy is considering a computed service age formula for use in determining the eligibility for release to inactive duty or separation from the Navy of older personnel whose services are no longer required.

The formula would be in no way a demobilization measure, since the personnel strength of the Navy will not be reduced below the authorized maximum of 3,389,000, which was reached on 30 June 1945. Because it is not a demobilization measure it gives no weight to certain factors, such as dependency and combat service, which might be a part of a demobilization formula.

The purpose of the new release policy would be to increase the over-all efficiency of the fighting forces by releasing older men and men not fully qualified for general duty, thereby permitting the Navy, through Selective Service and voluntary enlistments, to increase the number of younger men who will be trained and fully qualified to meet the future needs of the fleet.

The following is a description of details of the release formula now under consideration.

Under the provisions of the formula, the Navy will, upon individual application, release to inactive duty or accept the resignation of certain Reserve officers and will release certain enlisted personnel who are of requisite computed service age.

Service-Age Formula

The service age of officers and enlisted personnel will be computed by allowing one year for each year of age figured to the nearest birthday and one year for each four months of active duty in the Navy since 1 Sept. 1939.

The minimum computed service age required for release, resignation or discharge varies for different categories of the service as follows:

	Minimum Computed Service Age
Reserve line officers.....	53
Enlisted reservists	53
U. S. Navy inductees.....	53
Enlisted Regulars serving during the war under expired enlistments.....	53
Reserve officers of the Supply Corps	55
Reserve officers of the Civil Engineers Corps	57

Higher minimum computed service age requirements are established for officers of the Supply Corps and the Civil Engineers Corps since there are fewer officers of these corps than of the Line whose services can be spared.

The minimum computed ages are subject to future change in the light of experience.

Reserve officers of the Medical Corps, Dental and Chaplain Corps are not eligible for inclusion under the terms of the formula because of existing personnel shortages in these corps. Should personnel shortages be overcome, the formula will be applicable to them.

The formula will not apply to officers of the Regular Navy (except temporary officers whose permanent status is that of enlisted men and who are serving under expired enlistments), to enlisted personnel of the Regular Navy (except those serving under expired enlistments), to retired enlisted personnel on active duty, or to fleet reservists other than those assigned to Class F-2, USNR, upon termination of their enlistment in the Regular Navy.

30,600 Eligible

It is estimated that by December 1945, approximately 10,000 commissioned and warrant officers of the Line, 600 commissioned and warrant officers of the Supply Corps, and 1,000 commissioned and warrant officers of the Civil Engineer Corps, would be eligible under the formula to apply for release or to resign.

Estimated enlisted personnel eligible under the formula to apply for discharge by December 1945 would total approximately 19,000.

Requirements of the formula have been designed to permit the return to civil life of officers and enlisted personnel whose services can best be dispensed with. The formula takes into consideration only the two basic elements, age and length of service, because additional considerations such as length of service outside the country or in combat areas cannot be applied without making eligible for release personnel whom the Navy cannot afford to lose at the present time, without diminishing operational efficiency. While fairness to the individual was considered a basic requirement to be met insofar as possible in drawing up the formula, the needs of the naval service were and will remain the prime consideration.

Exceptions to Formula

While the formula would establish the basic conditions which naval personnel must meet in order to be eligible for return to civil life, certain exceptions to the application of the formula are provided for as follows:

Where it is impossible to furnish a fully trained relief for an officer who applies for release or submits his resignation under the terms of the formula, a period not to exceed 90 days will be allowed for in-service training of his relief following reporting for duty.

Where an officer applying for release or submitting his resignation under the terms of the formula has such unique qualifications that it does not appear possible to furnish a reasonable suitable relief, and where his commanding officer can establish a condition of military necessity as distinguished from convenience, his case will be reviewed and finally decided by the Navy Department.

Enlisted personnel 42 years of age or older will continue to be eligible for discharge under conditions heretofore in effect.

Wheel Watch (NAS, Cape May, N. J.)

"This is Cape May all right, but there's no man o' war by that name tied up here."

Enlisted Men's Allowance For Clothing Is Raised

A $3 increase in the quarterly clothing allowance became effective 1 July for all enlisted men except CPOs, cooks, stewards, and band members, who receive a $1.25 increase (Alnav 155-45; NDB, 15 July, 45-786).

Under Executive Order 9583, enlisted men who formerly received $9 each quarter will get $12 and those who received $18.75 (CPOs, cooks, stewards and band members) will get $20.00.

The order, which modified Executive Order 9356 (Appendix A, BuSandA Manual), also provides a decrease of $2.20 in the initial clothing allowance paid enlisted men and an increase of $2.20 in the clothing allowance paid men advanced to CPO, cook and steward and men (except CPOs) upon first assignment to duty as band members.

Navy to Pay Travel Expense For Enlisted Rehabilitation Leave

Enlisted personnel returning from overseas for rehabilitation leave prior to reassignment by ComWesSeaFron or SuborComSerLant will travel at Government expense under new regulations announced last month by BuPers (Pers-6303-nu-9, 2 July 1945).

Pending further assignment, such personnel will be ordered to temporary duty at a number of designated recruiting and receiving activities nearest their place of leave at Government expense with the privilege of delaying en route for all leave, plus travel time, to which they are entitled under current directives. During that period they will draw full pay and rations.

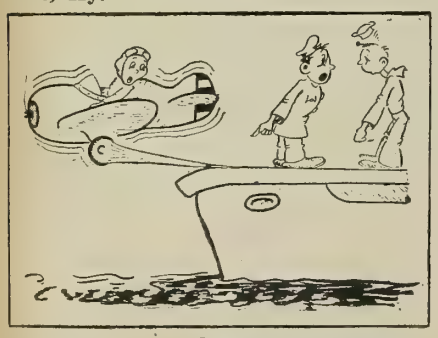
Prior to the issuance of the new regulations, personnel returning from overseas for reassignment were granted rehabilitation leave with authority to report at their own expense, not subject to reimbursement, at various locations throughout the country for further assignment.

The new provisions will benefit approximately 25,000 men per month. The provisions of the directive are not retroactive nor will they apply to men going on leave from ships entering coast ports who remain assigned to those ships for duty.

The following is the list of naval activities to which a man may report upon completion of leave:

Receiving Stations: Boston, Mass.; New York, N. Y.; Philadelphia, Pa.; Washington, D. C.; Norfolk, Va.; Charleston, S. C.; Galveston, Tex.; Camp Elliott, San Diego, Calif.; San Pedro, Calif.; Seattle, Wash.; Naval Reserve Armory, Chicago, Ill.

Navy Recruiting Stations: Buffalo, N. Y.; Detroit, Mich.; Columbus, Ohio; Raleigh, N. C.; Birmingham, Ala.; Nashville, Tenn.; Minneapolis, Minn.; Des Moines, Iowa; St. Louis, Mo.; Omaha, Neb.; Kansas City, Mo.; Little Rock, Ark.; Oklahoma City, Okla.; Dallas, Tex.; Denver, Colo.; Santa Fe, N. M.; Helena, Mont.; Salt Lake City, Utah; Phoenix, Ariz.; Boise, Idaho; El Paso, Tex.; Atlanta, Ga.; Cleveland, Ohio; Cincinnati, Ohio; Indianapolis, Ind.; Pittsburgh, Pa.; Macon, Ga.; Jackson, Miss.; Columbia, S. C.; Huntington, Va.; Louisville, Ky.



Bluejacket (NATTC, Memphis)

"All right, who's the wise guy who left his gum on the deck?"

Personnel may also report to: Personnel and Training Command, Naval Repair Base, New Orleans, La. and the Training and Distribution Center, Shoemaker, Calif.

Specialist Rates To Be Curtailed

A curtailment of specialist ratings is indicated by BuPers Circ. Ltr. 214-45 (NDB, 31 July, 1945) which states that as a general policy BuPers will look with disfavor upon requests for increase in allowance of specialist billets and upon requests for changes from general service ratings to specialist ratings.

Specialist ratings were established to facilitate the rapid expansion of the Navy at the beginning of the war and to enable the Navy to earmark civilian trained specialists for their specialty while serving in the Navy. As the need for specialists is no longer critical and as no provision is being made for them in the postwar Navy, their numerical increase will be restricted.

In order that the specialist (E) rating may initially be implemented, temporary exception is being made in this case by BuPers. (For details on Sp(E) see page 79.)

Advancement to PO3c Now Takes 7 Months' Combined Service as S1c and S2c

A further tightening of rules for advancement of enlisted personnel to pay grade 4 (PO3c) has been put into effect by Alnav 163-45 (NDB, 31 July) which was issued on 17 July, effective upon receipt.

Under this revision of the basic promotional directive (BuPers Circ. Ltr. 297-44: NDB, July-Dec. 44-1145), personnel are now required to spend seven months in pay grades 5 and 6 combined (S1c and S2c) before being eligible for advancement to PO3c.

Eyeglasses Now Obtainable At Six Additional Places

Six new dispensing points for free optical service for Navy, Marine Corps and Coast Guard personnel (see ALL HANDS, March 1945, p. 75) have been announced by the Navy (NDB, 15 July, 45-803).

The additional places at which personnel on active duty can obtain, entirely at Government expense, new spectacles or lenses or frames as replacements for damage or loss in performance of duty, are:

- NT&DC, Camp Peary, Williamsburg, Va.
- Naval Hospital, NOB, Norfolk, Va.
- NT&DC, Camp Elliott, San Diego, Calif.
- Naval Hospital, Corona, Calif.
- RecSta, NOB, Terminal Island, (San Pedro), Calif.
- Naval Hospital, Corvallis, Ore.

Men Outside U. S. for 24 Months Are Eligible for 30 Days Leave in States

Between 8,000 and 12,000 officers and enlisted men per month who have had long tours of duty overseas or afloat are made eligible for Stateside leave under provisions of Alnav 160-45 (NDB, 31 July) announced by SecNav on 16 July 1945 to all ships and stations.

Under provisions of the directive officers and men who have not been in the United States for 24 months may be granted leave of 30 days in the States, provided the total absent from the ship or station at any one time on account of furlough does not exceed 5% of the personnel on board.

Discretion to grant the leave, plus travel time, is left to the CO. Reliefs or replacements will not be furnished. Ships or stations will be required to operate with up to 5% reduction.

CBs to Get Equal Chance For Shore Duty in U. S.

CB enlisted personnel returning from overseas for reassignment will be considered for shore duty in the U. S. under the same conditions as other enlisted men, under BuPers letter of 4 July 1945 (Pers-6-ES-4).

When CB personnel report to NCTC, Camp Endicott, Davisville, R. I., the NCBRD, Camp Parks, Shoemaker, Calif, and the ABRB, Port Hueneme, Calif., from rehabilitation leave for reassignment, those activities will nominate those meeting the shore-duty requirements which are prescribed. Requirements for nomination, prescribed by ComWesSeaFron and SuborComServLant, will conform with shore-duty requirements for general service ratings.

When shore billets are not available to cover all men so nominated, they will be reassigned to construction battalions being formed at the command from which they were nominated.

CB personnel transferred to shore duty under the directive will retain their CB designator if they hold a CB rating and are not a general-service rating assigned to construction battalions.

Shore Duty Ratio Set At 90% from Pacific And 10% from Atlantic

Ninety percent of the enlisted personnel to be assigned shore duty in the States after service afloat or overseas are to come from the Pacific area and 10% from the Atlantic area, under provisions contained in a letter dated 4 June 1945 from the Chief of Naval Personnel to continental commands (Pers-6 NCD-1 P16-3/MM). Personnel returning from the Pacific will be assigned shore duty by Com WesSeaFron and ComFair, West Coast, and those from the Atlantic by SuborComServLant and ComAirLant.

Navy Relief Society Lent Over 4 Million in 1944; Typical Cases Listed

Loans totaling $4,309,437 and gratuities totaling $881,511 were distributed by the Navy Relief Society in 1944, according to a recent report by the executive vice president, Vice Admiral R. M. Brainard, USN (Ret).

The society, now in its 42d year, gives assistance in a multitude of situations to officer and enlisted personnel of the naval service, and their dependents and to dependent widows, minor orphan children and dependent mothers of deceased personnel.

Typical situations in which aid may be given:

- Where a man has lost his life and the widow, minor children or truly dependent parent needs assistance pending the receipt of government benefits; or to provide a widow with transportation to her family, or to complete a course of vocational training, if she would otherwise have insufficient funds for basic needs.
- In the case of a wife of a man reported missing with no family allowance or allotment being paid, pending the receipt of such payments.
- When hospitalization is required for acute illnesses by dependents in areas where naval facilities for such care are not available, assistance may be given by helping the serviceman or his dependents to pay for such service at ward or minimum rates. The society is unable to finance cases involving chronic illness or situations which would involve long term commitments. When hospital ward accomodations which include the services of a hospital doctor are not available, and when services of Navy medical officers are not available, the society may assist in paying part or all of a private doctor's fee.
- Funeral expenses for dependents.
- Catastrophies involving distress of dependents for basic living essentials.
- Travel in special cases (critical illness, death of wife or child, etc.).
- Travel and subsistence to finance leave of a man returned from overseas, upon recommendation of the man's CO stating that the man's funds are inadequate due to valid causes beyond the man's control.

The more common types of requests for assistance for which the funds of the Society are NOT available are:

- To assist in maintaining a standard of living incommensurate with the pay and allowance of the man.
- To pay emergency expenses which the family is able to meet itself.
- To provide emergency maternity and infant care in cases where such services are available under the program of the Children's Bureau of the Department of Labor.
- To finance business ventures or to purchase non-essentials.
- To finance leave or liberty (except under unusual circumstances).
- To pay taxes or interest.
- To pay debts created for non-essentials, or debts contracted prior to the man's entry into the service.
- To dependents of men convicted of serious military offenses.

Financial assistance may be in the form of a loan, without interest; an outright gift, or a combination of the two, depending upon a consideration of all the pertinent facts and circumstances in a given case.

The society's work is carried on by headquarters, 2118 Massachusetts Ave., N. W., Washington 25, D. C., and by auxiliaries at the principal naval stations in the naval districts. Requests for assistance, except those from Coast Guard personnel and their dependents, should be directed to headquarters if there is no auxiliary or branch in the immediate vicinity of the applicant. Only exceptions are applicants in the 9th Naval District who should address their requests to the Great Lakes Auxiliary, Navy Relief Society, U. S. Naval Training Center, Great Lakes, Ill.

Requests by Coast Guard personnel or their dependents for assistance should be directed to Coast Guard Welfare, Coast Guard Headquarters, Washington 25, D. C., if there is no representative of Coast Guard Welfare in the immediate vicinity of the applicant. Coast Guard personnel or their dependents who apply to an auxiliary will be assisted provided there is no Coast Guard representative in their vicinity.

Applications to Headquarters, Navy Relief Society; to Coast Guard Welfare or to the Great Lakes Auxiliary, should be forwarded through the American Red Cross if the need is immediate and urgent. Applications for assistance should include the full name, rate and service number of the serviceman as well as the name of the station to which he is attached.

Navy Relief Society is not a government agency and is supported entirely by voluntary contributions.

AN OPEN LETTER TO RESERVE OFFICERS

Secretary Forrestal

To Naval Reserve Officers:

This letter is about your opportunity to transfer to the Regular Navy.

I should like to explain here the full details of how a USNR officer could become a USN and what kind of career he would have before him. The details, however, depend upon future legislation. Congress has recessed until autumn, making enactment of the necessary new laws before that time impossible.

Meanwhile, I want Reserve officers to know as much about our plans as we can state with assurance. Here are three fundamentals:

- The Navy's need for officers after the war is governed by the size of the Fleet which we must keep to defend the United States and to discharge our international agreements.
- We know now that the Navy will need after the war more USN officers than it has—perhaps 30,000 more.
- The best source of more officers is the Navy itself, particularly Reserve and temporary officers now on duty.

What will the Navy offer these officers who transfer to the Regular service? We expect to offer you:

- Transfer to the Regular Navy in a manner which will place you on an equal footing with USN officers of about the same age and of the same length of service in rank.
- A professional naval education which will be the best in the world.
- An equal opportunity in promotions and assignments.

These are the objectives which we have set ourselves and I for one am determined that the detailed plan, when it is completed, shall embody them.

The Navy wants young officers, particularly young line officers with experience at sea. Fortunately, the younger an officer is, the more the Navy has to offer him in terms of comparable pay, promotion and, eventually, retirement benefits.

Transfers will be subject to standards of age, past performance, physical fitness, rank, etc. These standards will be announced in All Hands as they become definite.

But the most important qualification of all is *the will to serve.* Peace without power is an empty dream. The United States Navy will be one of the great elements of the power which insures the peace of the world—and the freedom of our own nation. The officers and men who volunteer to serve in the Navy after the war, therefore, have a high mission to which any American can dedicate his life with honor and satisfaction.

Sincerely,
—James Forrestal

Censorship of Private Communications Being Relaxed Somewhat, Navy Announces

Now it can be told. That is . . . . up to a certain point.

Navy censorship of private communications, designed to protect the lives of personnel and to suppress at the source information which may be of value to the enemy, has now been relaxed somewhat. Under certain conditions, personnel may write home and tell something about the actions they have been in and, in some cases, where they are stationed.

Men assigned to surface craft which have taken part in sea battles may relate their personal experiences in the engagements once their CO gives them permission. COs must wait a minimum of 30 days following announcement of the engagement to press and public before granting this permission unless the vessel has been identified by name as having taken part in the engagement in which case the unexpired portion of such time may be waived.

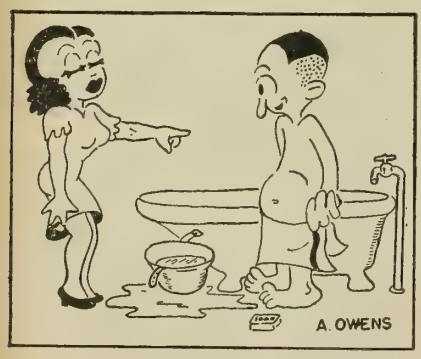
Once the CO has given you the "go ahead" signal you can tell the folks, for instance, how you manned an anti-aircraft gun which stopped two Jap Kamikaze attacks or other details of your personal experiences in that battle.

In the case of surface craft leaving port, COs may set a minimum of 30 days, after which personnel under their command may write home to say they visited that port.

Personnel attached to mobile assault units may relate their personal experiences during the assault phase of an operation once the identity and location of the unit are officially announced. However, disclosure of the location of personnel upon completion of the assault phase is prohibited.

Strictly "hush, hush" is any reference in letters home to the strength and tactical disposition of fleet units, such as mention by name of any other units; discussion or reference to battle damage; information derived from intelligence sources, and narrative descriptions not within the writer's personal experiences.

None of the modifications of the censorship regulations apply to personnel in the submarine service. For their own security, censorship of their mail must be as strict as in the past.



Saipan Beacon (Island Command, Saipan)
"I don't care how you did it on Saipan, get in the tub!"

Shore-based personnel assigned to most Navy-number addresses in the Pacific are permitted to say, in a general way, where they are, but they cannot include military information concerning the exact location or size, activities or employment of the units concerned. They may refer to action on the islands in general terms, mentioning Jap air raids or strafing when such attacks take place, but they may not reveal the number of enemy planes taking part or the number of bombs dropped.

Men on permanent duty on many Pacific islands are permitted to name their location as "somewhere" on these islands even though they do not have a Navy-number address. They may talk about enemy action but they can't be specific as to date, damage, casualties, etc. This regulation effects personnel in the following islands and atolls: Angaur, Abemama, Baker, Canton, Christmas, Eniwetok, Fanning, French Frigate Shoal, Guam, Johnston, Kawjalein, Makin, Majuro, Midway, Palmyra, Peleliu, Saipan, Tarawa, Tinian and Ulithi.

Additionally, CincPoa has authorized the Commander, South Pacific Force, the Commander Forward Area, Central Pacific, and the Commander, North Pacific Force, to authorize certain units under their command, not having a Navy number address, to reveal general location in personal correspondence provided they are of the opinion that such revelation does not constitute a breach of military security.

Foreign-language letters from the Pacific which cannot be translated locally are forwarded for censorship and release to the District Intelligence Officer, (Chief Censor), Navy No. 59, FPO San Francisco.

The forces afloat and Fleet Air Units in the Atlantic areas are still subject to full censorship because their movements are still secret. However, the Commander of the Naval Forces in Europe has done away with the unit censorship of personal mail of shore-based personnel. And at shore bases under the Commander-in-Chief of the Atlantic Fleet, censorship has been reduced to spot-checking of the mail.

Additional modifications of censorship regulations now permit transmittal of personal recordings from or to naval personnel overseas. Recordings from personnel overseas must be censored at the source.

Fleet personnel also may receive personal wire dispatches concerning death, serious illness or accidents, birth notices and other matters of great personal importance. Messages of this type should be addressed to the man's ship, squadron, or unit, and sent in care of the Naval District Commandant nearest the sender or to BuPers, Navy Department, Washington 25, D. C., for forwarding via Navy communication facilities.

Shore-based personnel abroad may receive personal dispatches via Navy communications when no commercial facilities are available at their bases. Procedure for sending is same as above.

Fleet and overseas shore-based personnel may reply to personal dispatches via Navy communications at the discretion of the CO and when security conditions permit. These messages will be in Class "A" form with the ultimate addressee and the name and rank of the sender in text. Security permitting, they will be in clear, otherwise encrypted. Such messages will be addressed to the Naval District Commandant nearest the addressee. The latter will make final delivery by filing the dispatch with Western Union as a collect message, or by telephone, hand, or mail, if these means are more practicable.

Modifications of censorship regulations mentioned in this article are contained in OpNav Letters: Op-16-B-2, A7-2/QN, Ser. 31316 (NDB, 15 Feb., 45-136); Op-16-B-2, A7-2/QN, Ser. 557716) (NDB, 30 April, 45-422); Op-16-B-2, A7-2/QN, Ser. 1817716 (NDB, 15 July, 45-793); Op-16-B-2, A7-2/QN, Ser. 34116 (NDB, 15 May, 45-486); and Pacific Fleet letters, 9L-45, dated 18 Jan. 1945, and 55L-44, dated 26 Oct. 1944.

Mailing Schedule Changed For All Allotment Checks

A new schedule for mailing all Navy allotment checks was announced last month. The check for July will be mailed on 2 August, the check for August on 3 September and the September check on 4 October. Thereafter checks will be mailed on the fifth of each month. June allotment checks were mailed on 2 July.

The new schedule was established because of the tremendous volume of monthly payments and to insure continuity of proper payments now and throughout the period following victory over Japan.

Officers Given Chance to Express Duty Preference Upon Arrival in States

Officers reporting to the States after duty overseas or afloat are now interviewed by classification officers with an eye toward reassigning them to available billets which make the best possible use of their experience. The interview is held as soon as they arrive in the States so that they will not be delayed in starting on their leave.

The officers are given an opportunity to express their preference for next duty assignment, and if billets are available they are assigned to the duty of their choice following completion of leave.

The plan is now in effect in the 1st, 3d, 4th, 5th, 7th, 11th, 12th and 13th naval districts. Details were announced in the July 1945 Journal of Officer Classification and Selection.

Plan Postwar Resumption Of Rhodes Scholarships With Grants Open to Vets

Plans are now being considered for resumption of competition for Rhodes scholarships after the war under revised rules to give men now in military service an opportunity to qualify, according to a letter received by the Navy Department from Dr. Frank Aydelotte, American Secretary to the Rhodes Trustees.

The scholarships, for study at the University of Oxford in England, are made for two years, and may be extended for a third year for candidates whose records and plans for study justify this extension. The stipend is 400 British pounds a year, about $1,600.

In normal times Rhodes Scholarships are open only to male citizens of the U.S. between the ages of 19 and 25 who are unmarried and have completed at least two years of college work before applying. In order that men who would have been eligible since 1939—when election of Rhodes scholars was suspended for the duration of the war—may have a chance to compete after the war, relaxation of the rules on age and marriage is now under discussion.

In addition, the Rhodes Trustees are considering the question of providing a number of extra scholarships for men who would have been eligible between 1939 and the end of the war against Japan.

The proposed relaxation of rules on age and marriage would also apply to men whose scholarships were interrupted by the war or not yet begun. They will be allowed to resume their scholarships whenever they are free to do so. It is necessary only that these men communicate with the Warden of Rhodes House and make sure that their colleges are ready to receive them.

While postwar rules for Rhodes Scholarship competition have not been finally determined, the selection machinery in the U. S. is being rapidly reorganized. For information, when available, intending candidates may write to their own colleges or universities, or directly to Dr. Aydelotte at the Institute for Advanced Study, Princeton, N. J.

$1,800 Scholarship Offered By Rensselaer Polytechnic

A four-year tuition scholarship, amounting to $1,800, is being offered by Rensselaer Polytechnic Institute at Troy, N. Y., to the son of an officer, petty officer or non-commissioned officer on the active or retired list of the Navy or Marine Corps, of deceased personnel in those categories, or of a naval reserve officer on active duty.

For the first time since the war began, it will be possible for a man on active duty in the Navy or Marine Corps to accept the scholarship. If he meets the requirements and is selected, the Navy has announced that he will be placed on inactive duty for the period of the scholarship.

Applications must be received in BuPers on or before 1 Oct. 1945 on a form similar to that shown in BuPers Circ. Ltr. 212-45 (NDB, 31 July, 1945).

The successful applicant will enter the Institute in November 1945.

Non-Rated Torpedomen Get Chance to Qualify For Other Navy Rates

Because of an excess of rated torpedomen, COs have been authorized to remove the (TM) designator from the rating of non-rated men who graduated from Class "A" Torpedomen Schools. This will make it possible for these men, who are not needed as torpedomen, to strike for other ratings.

Not counting non-rated men who have had this training, BuPers Circ. Ltr. 210-45 (NDB, 31 July) estimates that the Navy at the present time has an excess of 20% of rated torpedomen, due to reduced requirements for torpedomen.

Inflatable Preservers Need Frequent Testing

Because of deterioration in storage, some belt-type life preservers which are inflated by mouth have developed leaks. To insure that serviceable life preservers are furnished personnel, a directive recently issued by BuShips (NDB, 30 June, 45-743) recommends that all such preservers be tested as soon as they are received on board by inflating them by mouth and submerging them in water to detect any leaks. It is also recommended that individuals inflate their preservers at least once a week to make certain that no leaks have developed due to wear. It is not, however, necessary that they may be submerged in water each time.

'All Hands' To Run Navy's "Picture of the Month"

A new feature, the Navy's "Picture of the Month," will appear regularly in ALL HANDS beginning with this issue (see back inside cover). The pictures will be chosen by Capt. Edward J. Steichen, USNR, world-famed photographer and Director of the Navy Photographic Institute.

Besides appearing as ALL HANDS "Picture of the Month," the winning photographs will be considered for the Navy Photographic Institute awards. These awards will be made annually on Navy Day by the Secretary of the Navy, and the selected photographs will be the basis of Navy exhibitions throughout the world.

First "Picture of the Month," in this issue, was taken on 1 July 1945 by Chief Photographer's Mate A. W. McEleny as a Navy LCI(R) fired its rockets toward Balikpapan beach on Borneo on D-Day. Chief McEleny, 34, has been in the Navy since 1942, joined Combat Photo Unit No. 7 in August 1944, and has made all landings made by Admiral Barbey's forces since September 1944.

WHAT'S YOUR NAVAL I.Q.?

Small Boats

1. If the landlubber sitting next to you at mess coughed politely and said, "Carvel, clinker and diagonal have something to do with boats but I can't remember what," you would say, "All three are types of ———" (a) propulsion; (b) booms, cranes and davits; (c) construction.

2. The following terms are commonly used with boats. Match the words and and the definitions.

(a) Double-banked	(1) Rings formed of rope.
(b) Double-ended	(2) Pins placed in gunwales.
(c) Grommets	(3) Propulsion of boat by single oar at stern.
(d) Sculling	(4) Two oarsmen on each thwart.
(e) Tholepins	(5) Bow and stern approximately same bow shape.

3. Boats used by the United States Navy are divided into two classes. They are (a) lifeboats, (b) pleasure boats, (c) pulling boats, (d) sailboats, (e) powerboats.

4. The picture below is a typical (a) barge, (b) racing cutter, (c) whaleboat, (d) motor launch.

5. The smallest boat in the Navy is (a) punt, (b) racing cutter, (c) dinghy.

6. The apparatus on a ship used to lower lifeboats is called (a) affidavits, (b) pundits, (c) davits.

7. According to The Bluejackets' Manual, lizards are (a) sections of rope with a thimble fitted at one end, (b) small-boat anchors, (c) oars used on wherries.

8. A square-ended, flat-bottomed boat, intended for painting and general cleaning around the ship's water line, and usually propelled by sculling, would be (a) sea painter, (b) wherry, (c) dinghy, (d) punt.

9. Are a Lundin Boat and a Steward "Deadrise" Boat (a) racing cutters? (b) new types of amphib equipment? or (c) lifeboats?

10. Small boats heard nearing a vessel at anchor at night are hailed by the sentries, or gangway watch, "Boat ahoy!" If the boat were carrying Fleet Admiral King the coxswain should return the hail (a) "Navy," (b) "Fleet," (c) "Cominch."

11. When a ship is at anchor the boats in the water tie up to the ship's (a) coaming, (b) cradle, (c) boom.

12. If your CO told you to lower away handsomely you would let the boat down (a) quickly, with a slight splash, (b) slowly, with care, (c) quickly, with no splash.

13. The long part of an oar, between the blade and the handle, is called the (a) thwart, (b) loom, (c) cuddy.

(Answers on page 70)

BuPers Sets Up Procedure For Detailing Personnel Following Hospitalization

Procedures to be followed in detailing enlisted personnel to duty after release from hospitals in the U. S. have been established by BuPers ltr. dated 27 June 1945 (Pers-6303-VIJ-1 P16-3/MM).

Under the directive, enlisted personnel transferred to the States for hospitalization are to be given their choice of the naval district, river command or naval air training command in which they prefer to serve after release from the hospital, provided they have served at least 18 months at sea or overseas during the 21 months immediately prior to their hospitalization. Those hospitalized as a result of their own misconduct are not eligible for this privilege.

Where limited shore duty is recommended after hospitalization, men are likewise to be transferred to the area of their choice. However, when boards of medical survey recommend assignment to a warmer climate or other locality than that selected by the man, the medical officer is to exercise his own judgment and transfer the man for duty to the area which best fits the patient's case.

Briefly, the directive provides the following:

Personnel hospitalized from continental shore activities, including from district craft, are to be returned to the command and status from which admitted as a patient. Recruits, however, who have not completed their boot training are to be transferred to the nearest training center to complete their recruit instruction.

Personnel hospitalized in the U. S. from forces afloat or shore stations overseas, or via intermediate reporting stations, when qualified for all duties will be handled as follows:

- If their ship is in a continental U. S. port, they will go back to the vessel from which hospitalized.
- If their vessel is not in a U. S. port and if they are hospitalized in the 9th, 11th, 12th, 13th NDs or in hospitals in the 8th ND west of the Mississippi, they will be transferred to the nearest Pacific Coast receiving station for assignment.
- If their vessel is not in a U. S. port and if hospitalized in the 1st, 3rd, 4th, 5th, 6th and 7th ND, Potomac and Severn River Naval Commands, or in hospitals in the 8th ND east of the Mississippi, they will be transferred to the nearest Atlantic or Gulf Coast receiving stations for assignment.
- CBs evacuated to the U. S. from overseas are to be transferred to the nearest of the following activities for reassignment to construction battalions: NCTC, Camp Endicott, Davisville, R. I. or CBRD, Camp Parks, Shoemaker, Calif.
- Musicians brought back to the States for hospitalization are to be transferred after release from the hospital to the receiving station, Navy Yard, Washington, D. C. for refresher training and further assignment.
- CBs transferred to continental shore duty after hospitalization are to keep their CB designators if they hold CB ratings. (For further details on shore duty for CBs, see p. 66.)

Men transferred under the directive are to be handled as follows:

- Assigned to fill vacancies in respective rating-group allowance at activity to which transferred.
- Assigned as reliefs for men in corresponding rating groups who are to be given overseas or sea duty under current shore-duty surveys. (See ALL HANDS, May 1945, p. 71).
- Assigned as reliefs for men who have served a minimum of one year ashore following sea or overseas duty, and who are again due to be shipped out.

Excess personnel resulting from the above assignments are to be given their choice of being assigned to NT&DC, Shoemaker, Calif., for assignment to duty outside the U. S. or to the nearest receiving station for general detail.

All transfers effected under the directive are to be at Government expense, and commands are instructed, whenever possible, to grant leave, prior to transfer, to which the men are entitled under BuPers Circ. Ltr. 28-45 (NDB, 15 Febr., 45-153); ALL HANDS, Mar. 1945, p. 19)—or to grant delay in reporting which is to count as leave.

Men Advised to Remove Registered Trademarks From Goods Sent Home

Personnel overseas should not mail to the States any perfume or similar products bearing a registered U. S. trademark, as such merchandise is subject to detention by customs inspectors under provisions of the Tariff Act of 1930. To import such articles, written permission from the owner of the registered trademark is needed.

However, if the registered U. S. trademarks are completely removed from the labels, containers, etc., prior to mailing, the merchandise will not be detained upon arrival in the States insofar as the trademark laws are concerned. Personnel should examine any item which they intend to mail home closely to make certain that "Reg. U. S. Pat. Off." does not appear under the product-name of the merchandise. If so, the trademark should be completely removed.

For details, see BuPers Circ. Ltr. 211-45 (NDB, 31 July 1945).

ANSWERS TO QUIZ ON PAGE 69

1. (c).
2. (a) 4, (b) 5, (c) 1, (d) 3, (e) 2.
3. (c) and (e).
4. (d).
5. (c). It's a nine-foot dinghy.
6. (c).
7. (a).
8. (d).
9. (c).
10. (b).
11. (c).
12. (b).
13. (b).

Hoist (NTC, San Diego)

Disbursing Officers Pass On Officers' Dependency

A number of naval officers have written to BuPers requesting determination of dependency of their parents for the purpose of receiving increased rental and subsistence allowances despite the fact that BuPers rules only in dependency cases of enlisted personnel.

In calling attention to the provisions of BuSandA Manual, Art. 2142-3(e)(4), BuSandA stated last month that officers who desire determination of dependency should consult their disbursing officers.

Although enlisted men receive increased family allowance for additional dependents, officers with dependents (wife, children, parents) are entitled to only one increase in rental and subsistence allowance (over officers without dependents), regardless of the number of dependents.

School Opened to Teach Naval Courts and Boards

A naval justice school has been established at Port Hueneme, Calif., to train officers in Naval Courts and Boards. The course will consist of two weeks' training and new classes will convene the first and third Mondays of each month.

In announcing the school the Judge Advocate General stated that as many officers as possible, especially COs of small vessels and separate and detached commands, should take the course.

Requests for assignment from all vessels and amphibious training commands may be addressed, via official channels, to Commander, Operational Training Command, Atlantic, or Commander, Operational Training Command, Pacific; from activities in Com 11, 12, 13, 14 and 17 to the Commandant of the 11th ND, and from all others to BuPers. For details see BuPers Circ. Ltr. 191-45 (NDB, 30 June, 45-738).

COs Need BuPers Okay Before Discharging Men On Bad Conduct Charges

COs of all ships and stations have been directed that sentences of dishonorable and bad-conduct discharges under which no confinement is to be served and which are to be effected immediately, are to be carried out only on authority of BuPers. This action, in the interest of protecting the rights of sentenced personnel, is to be effected regardless of the period of service of the enlisted personnel involved.

Enlisted personnel sentenced by general and summary court-martial and serving outside the continental U. S. are to be transferred to a receiving ship or station in the U. S. to await instructions from BuPers. These instructions are to be requested without delay so that undesirable men may not be retained in service any longer than necessary.

The letter requesting authority to effect the discharge shall state to what receiving ship or station the man will be transferred and an information copy of that letter shall be forwarded to the ship or station concerned. Enlisted personnel at shore stations in the continental U. S. shall be retained at those stations pending instructions from BuPers.

BuPers' policy is that convening and reviewing authorities should approve dishonorable and bad-conduct discharges only in cases where the men's records show conclusively that they are not fit for retention in the Navy. Great care and judgment should be exercised in the cases of sentences involving theft.

If a sentence involving the discharge of an enlisted man is remitted, subject to a probationary period, the man's CO need not request authority from BuPers to effect the discharge if the man's conduct during the probationary period does not justify further retention. Under these circumstances the CO may terminate the probationary period and carry out the sentence.

In cases of either dishonorable or bad-conduct discharge pursuant to the sentence of a general court-martial when confinement is involved, prior instructions from BuPers are not required. (For details see BuPers Circ. Ltr. 181-45: NDB, 30 June, 45-729).

Norfolk Seabag (NTS, Norfolk)

" . . . and suddenly my memory came back on the 29th day over leave . . ."

Unauthorized Absentees To Be Sent to Sea

All men involved in unauthorized absenteeism from ships or stations will, after adequate punishment has been administered, be sent to sea, if physically qualified, under a new BuPers directive (Circ. Ltr. 206-45: NDB, 15 July, 45-817).

It will no longer be necessary to return a man to his original ship unless convenient; he may be assigned to any comparable sea duty. From now on no man who absents himself from a shore station will be returned to his original station, since all disciplinary action will be taken by the command to which he surrenders, and upon completion of this action he will be sent to sea.

Commandants and COs have again been instructed to observe carefully the provisions of this directive in order that no absentees escape adequate punishment.

Policies on Musicians Announced by BuPers

Revised policies governing the assembling of Navy bands and orchestras, the transferring and replacing of musicians and the courses available at the Naval Training School (Music), Navy Yard, Washington, D. C., where all such organizations are trained and assembled, were announced by BuPers Circ. Ltr. 200-45 (NDB, 15 July, 45-812). The directive provides:

- Bands and orchestras when transferred from the school are to be assigned unit numbers and are to be kept intact by the activity to which assigned.
- Replacement musicians must be obtained from the school and on BuPers orders.
- Units or individuals may not be transferred to other duty without BuPers approval. They may, however, be made available to BuPers for other duty by reduction in complement, decommissioning of activity, or when individuals are hospitalized and it is impracticable to return them to their former duty.

In general, units will not be replaced before completion of at least two years' foreign or sea duty, following which they will be reorganized and given refresher training. Units which have received training at the Naval Training School (Music) will not be ordered to refresher training within a period of at least two years, unless special circumstances necessitate such training.

For qualified personnel the following courses are available at the school:

- One year course for regular Navy seamen or Mus3c, who have not previously attended the school. Requests for transfer to this course may be submitted to BuPers, via official channels. The application form printed with BuPers Circ. Ltr. 200-45 must accompany each request.
- Two to six months' course for Naval Reserve seamen. This course is filled primarily with recruits, but requests from exceptionally well-qualified men will be considered (see procedure above). Successful completion of this course is one of the requirements for advancement to Mus3c.
- One year course for regular Navy men rated Mus1c, completion of which course is a requirement for advancement to CMus. Requests for transfer may be submitted to BuPers, via official channels.
- Two to four months' refresher course for rated musicians of regular Navy and Naval Reserve. Personnel for this course are ordered in by BuPers as required to assemble new bands and orchestras.

CORRECTION

In the list of ratings published last month from which volunteers are desired for submarine duty, CM was erroneously listed instead of GM. Details may be found in ALL HANDS, July 1945, p. 71.

AFRS SHORTWAVE PROGRAM BROADCASTS

Complete program schedules of the various shortwave stations of the Armed Forces Radio Service will be read on the 1st and 15th of each month during the following periods:

ATLANTIC COAST OPERATION

WCBX	6,170	0505-0515
WOOC	7,820	0505-0515
WCRC	11,826	1105-1115
WBOS	15,210	1105-1115
WBOS	15,210	1731-1800
WCBN	17,830	1731-1800
WLWL-1	15,230	1601-1615
WLWL-2	17,955	1601-1615
WBOS	9,897	2205-2215

PACIFIC COAST OPERATION

Station	Frequency (in kilocycles)	Broadcast Time (GCT)
KROJ	6,105	1005-1015
KWIX	9,855	1005-1015
KGEI	9,550	1005-1015
KROJ	6,105	1045-1100
KGEI	9,550	1045-1100
KGEI	9,550	1405-1415
KGEI	11,730	1705-1715
KROJ	11,740	1705-1715
KROJ	17,770	1930-1945
KROJ	15,190	2045-2100
KROU	17,780	2045-2100
KROU	17,780	2145-2200
KGEX	15,210	2145-2200
KROJ	17,770	0015-0030
KROJ	17,760	0305-0315
KGEX	15,210	0305-0315
KROJ	9,897	0415-0430
KWID	11,870	0415-0430
KNBA	13,050	0605-0615
KNBC	15,150	0605-0615
KNBA	13,050	0715-0730
KNBC	9,700	0715-0730
KROJ	11,740	0715-0730
KRHO	17,800	0315-0330

Rules on Transmission Of Personal Messages Relaxed in Some Areas

Transmission of personal messages (Class E) has been resumed, effective 1 Aug. 1945, for naval personnel at shore bases under the following commands: Commandant, 10th and 15th NDs; ComNavEu and Commandants NOB Rio de Janeiro, NOB Argentina, and NOB Bermuda.

Class E messages are personal messages to or from naval personnel on which no charge is made for transmission over Navy communication circuits. Charges are collected only when commercial systems are involved in the transmission or delivery.

Messages must be filed at a naval communication office in the commands specified for transmission to Radio Washington. If the message is addressed to a person in Chicago or some other U. S. city, the only charge is for the transmission by commercial service from Radio Washington to the city of the addressee. It works the same in reverse for messages being sent to naval personnel stationed in the above commands.

Naval radio stations, located in the commands concerned, which are now in direct communication with Radio Washington are: San Juan, Balboa, Londonderry, Rio de Janeiro, Argentina and Bermuda.

The following are subjects acceptable and not acceptable as messages:

Acceptable: Matters of life and death, serious illness; personal arrangements or important personal business not of a recurrent nature, and occasional greetings on important personal anniversaries.

Not acceptable: Trivial or frivolous messages; those of unnecessary length; holiday or anniversary greetings other than those specifically permitted above; ordinary congratulatory messages, and frequent or recurrent messages pertaining to the conduct of a commercial venture.

Messages sent to personnel in the above commands by persons in the U. S. should be transmitted by telegraph, mail or filed by hand at the Navy Department Communication Office, Washington, D. C. If filed by telegraph, the telegram should be addressed *as in the following example:*

Ens. John Paul Jones
U. S. Naval Operating Base,
Navy 100
care Naval Communications
Washington, D. C.

THIS MONTH IN HISTORY

'Damn the Torpedoes!'

Although our Navy was not engaged in blasting Tokyo in August of 1864, it was, nevertheless, equally active in fighting the Battle of Mobile Bay.

Defending the wide entrance to the bay were two forts, Gaines and Morgan; two gunboats and the iron-clad ram Tennessee, and 180 torpedoes (corresponding to our present-day mines) in the deep passage near Fort Morgan. To attack these forces Admiral David G. Farragut in the Hartford took his fleet of 18 vessels early on 5 Aug. 1864.

His leading ship, the Tecumseh, struck one of the torpedoes and sunk. The Brooklyn, which was astern of her, stopped and backed, and the combined action of the crew and wind so turned her across the channel that she blocked the passage of the ships astern.

Being unable to get the leading ships to go ahead, Farragut shouted "Damn the torpedoes! Full speed ahead!" and headed the Hartford for the line of torpedoes. The other ships followed him and all passed safely into the bay.

With a few days the Confederate forts in the lower bay surrendered, excepting Fort Morgan, which held out until August 23d.

Navy to Train Veterans In Shore Establishments

Under an agreement recently signed with the Veterans Administration, the Navy Department will train veterans of this war in skilled trades in approximately 35 naval shore establishments, including ship yards, air stations, supply depots and ammunition depots.

The agreement is based upon Public Law 16, which provides for the rehabilitation of disabled veterans; Public Law 346 (the GI Bill of Rights), which provides for Government aid for all eligible veterans, disabled or not, while training, and Executive Order 9503, which permits disabled veterans without civil service status to be trained on the job.

"The Navy is deeply serious about its responsibility to veterans," declared Rear Admiral F. G. Crisp, USN, director of the Navy's division of shore establishments and civilian personnel. "Through this agreement . . . it is hoped that a very real and worthwhile opportunity will be given all veterans to establish themselves in skilled trades."

Some examples of how veterans would receive aid while training:

- An unmarried veteran applying under the GI Bill for training in a shipyard as Apprentice, Fourth Class, would receive $50 monthly from the Veterans' Administration in addition to $4.64 a day, the normal pay rate. His daily rate of pay would increase as he progressed through the ranks to Apprentice, First Class, which pays $7.12 a day.
- On the same basis, a married veteran would receive $75 monthly additional, instead of $50.
- An unmarried veteran with an 80% disability would, under Public Law 16, receive $92 from the Veterans Administration in addition to regular rates of pay. If married, he would be entitled to $11.50 monthly allowance for his wife. Additional allowances are $5.75 for each child, and $11.50 for each dependent parent.

Combined payments from apprentice wages and Government payments may not exceed regular journeyman's wage rates.

Navy shore establishments which have been certified to train veterans under the agreement follow:

Navy Yards: Portsmouth, N. H.; Boston, Mass.; New York, N. Y.; Philadelphia, Pa.; Washington, D. C.; Norfolk, Va.; Charleston, S. C.; Mare Island, Calif.; Pearl Harbor, T. H.; Puget Sound, Bremerton, Wash.

Naval drydocks: Terminal Island, Calif.; Hunter's Point, San Francisco, Calif.

Naval Research Laboratory: Washington, D. C.

Torpedo Stations: Newport, R. I.; Keyport, Wash.; Alexandria, Va.

Air stations: Pearl Harbor, T. H.; Barber's Point, T. H.; Quonset Point, R. I.; Jacksonville, Fla., Pensacola, Fla.; Corpus Christi, Tex.; San Diego Calif.; Alameda, Calif.; Seattle, Wash.; Lakehurst, N. J.; Norfolk, Va.

Air Material Center: Philadelphia, Pa.

Supply depots: Oakland, Calif.; San Pedro, Calif.

Ammunition supply depot: Philadelphia, Pa.

Ammunition depot: Hastings, Neb.; Crane, Ind.; McAlester, Okla.

Naval Observatory: Washington, D. C.

Message Holder Made From Surveyed Parts

An easy-to-make message holder (see cut) was made from surveyed parts of a sound-power telephone and clip board by men aboard the USS *Natrona* to expedite the sending and recording of visual messages. Its advantages are: (1) eliminates need for assistance of a second person in reading messages to the sender, (2) enables sender to have full use of both hands, if no assistance is available, and (3) affords an easy means of holding signal blanks for recording incoming messages.

In announcing the device to the service, BuShips' letter (NDB, 15 July, 45-820) states that since delivery and manufacture of the device would entail considerable delay in time, it is thought preferable that they be made up aboard ship. Sound-power phones must not be dismantled for the construction of the message holder, but it may be made from available parts which have already been surveyed.

Troop-Carrying Vessels To Get New Life Jacket

As a result of extensive tests, the yoke-type Kapok life preserver (see above) has been developed as a replacement for the CO-2 dual-tube life belt which in the past has been authorized for use of troops on troop-carrying vessels.

The new jacket may be worn either with or without pack, rifle and other gear, and is designed so that the pack may be removed without taking off the life preserver. Likewise the preserver can be quickly removed when the wearer reaches shore without disturbing the pack or other gear worn. It has sufficient buoyancy to support a man fully equipped with helmet, rifle, ammunition and pack.

The tie-tape at the neck of the preserver may be needed if the wearer is going to be immersed in choppy seas for a prolonged period. When the tie-tape is used during landing operations, it should be tied in such a way that it can be slipped easily with one hand, even when wet. *It should never be tied in a square knot.*

When properly adjusted, the preserver will support the wearer with his face out of the water even if he is unconscious.

The joint BuShips-BuSandA letter announcing the new-type jacket (NDB, 30 June, 45-751) points out that it will be distributed, as available, only to troop-carrying vessels (in amounts equal to 105% of troop complement) and may not be issued except by the direction of ComServFor, Pacific. Special requests and requisitions should not be forwarded to BuShips or BuSandA.

Personnel Visiting Mexico To Wear Civilian Clothes

Naval personnel must wear civilian clothes and must have tourist cards obtained from a Mexican consul when making *unofficial* visits to the interior of Mexico, but passports are not required, according to instructions contained in BuPers Circ. ltr. 178-45 (NDB, 30 June, 45-726). All *official* visits, to both the interior and to border towns, require passports and Mexican visas and will be made only in uniform.

Unofficial visits to border towns require only the Navy identification card if made in uniform but require a tourist card obtained from a Mexican consul if made in civilian clothes. No passports are required.

Leave orders or authorization for *unofficial* visits to the interior must include authority to wear civilian clothes while traveling from the duty station to the destination in Mexico and return to old or new duty station, as well as instructions to obtain a tourist card from a Mexican consul.

Commanding officers must be assured that personnel *unofficially* visiting the interior of Mexico have sufficient funds to provide for emergencies and return to their stations and that they have a round trip ticket prior to departure if returning to same station.

Naval personnel visiting Mexico City, officially or unofficially, for a stay of 18 hours or more, must register at the Office of the Naval Attache, Mexico City. This requirement shall be incorporated in or appended to all travel orders or leave papers of naval personnel if such a visit is planned.

The Department of State indicates that it is undesirable for large numbers of military personnel to visit the interior of Mexico in uniform but there is no objection to *unofficial* visits to the interior by military personnel in civilian clothes.

Information concerning air priorities for naval personnel traveling by air to and from ports in Mexico is contained in BuPers Circ. Ltr. 37-45 (NDB, 15 Feb., 45-161).

ANSWER TO PUZZLE ON PAGE 33

Ans.—She simply added herself to the 17. Then the oldest brother took nine, the next six, and the youngest two. After which the Arab lady went back home.

KNOW YOUR ALLIES

French Naval Ratings,

French naval ratings and their U. S. equivalents have been listed in a letter from Cominch (NDB, 15 July, 45-796). They are:

U. S. NAVY	FRENCH NAVY
Commissioned Warrant Officer	Maitre Principal*
Warrant Officer	Premier-Maitre
CPO	Maitre
PO1c	Second-Maitre 1re Classe
PO2c	Second-Maitre 2eme Classe
PO3c	Quartier-Maitre 1re Classe**
S1c	Quartier-Maitre 2eme Classe
S2c	Matelot Brevete
AS	Matelot sans Specialite

* No appropriate USN equivalent. This rank falls between warrant and commissioned warrant officer, USN, leaning toward the former. It is not, however, considered "commissioned" in the French Navy.

** No appropriate USN equivalent. This grade falls between S1c and PO3c, leaning toward the latter.

WHAT'S IN A NAME?

Midshipman

This title was originally given to youngsters of the British Navy who acted as messengers and carried orders from the officers to the crew. Since the crew was quartered in the forecastle while the officers lived in the aftercastle, these lads were continuously going back and forth amidships, and acquired knowledge which made them good officer material. The midshipman was considered an apprentice, and often began to work on his ship at the unseaworthy age of eight. It became the custom to consider them as officer students. Many relatives of officers or members of influential families became members of the midshipman service. It was a natural thing for the title of midshipman to become that of the undergraduate of the naval academy at Annapolis. Originally, in our service, the midshipman after graduation at Annapolis was continued in that rank for at least two years at sea. He was then called "passed midshipman." The title of "passed midshipman" has been abolished and graduates are now full-fledged ensigns.

Tighten Food Ration Rules At Navy Commissaries

Only food ration books identified as belonging to authorized purchasers may be used in buying from Navy commissary stores, general messes and other supply activities within the continental U. S., where specifically authorized, according to an advance change in BuSandA Memoranda, art. 1370-6.

The instructions state that the food ration book of each authorized purchaser, each member of his immediate family residing with him, and each servant living in his home will be stamped or otherwise marked on the cover in such a manner as to identify it as valid for purchases of Navy food at the particular activity.

If an authorized purchaser has a bona fide guest living in his home and eating at his table, the responsible officer in charge of sales may authorize the purchaser to use the book of his guest.

Ration coupons and ration certificates may be accepted if the authorized purchaser satisfactorily establishes that such coupons were issued by the OPA to the purchaser or the members of his immediate family.

No rationed foods will be sold in exchange for loose ration stamps, and no more than nine ration tokens will be accepted from a purchaser for all purchases made during one visit to the sales activity. This does not limit the number of coupons which will be accepted.

New Tax Rulings Affect AV(N) Payments, Personnel Outside U. S., and POWs

The Commissioner of Internal Revenue has recently issued the following new income-tax rulings of interest to naval personnel.

• Lump-sum payments made to naval personnel under section 12 of the Naval Aviation Cadet Act of 1942, as amended, upon their release from active duty as AV(N) officers, constitute compensation for services. That is, they are a part of active duty pay.

• Such payments are not excludible from gross income under section 22 (b) (5) of the Internal Revenue code as "amounts received as a pension, annuity, or similar allowance for personal injuries or sickness resulting from active service in the armed forces of any country," even though the officer may have been released from active duty because of physical disability.

• These lump-sum payments do not constitute "back pay" within the meaning of section 107 (d) (2) of the Internal Revenue code and therefore cannot be prorated over the years during which the officer was on active duty and for which such payments were made. The payments are held to constitute income for the year in which they are received.

• Lump-sum payments made to the widow or other beneficiary of an AV(N) officer under section 12 of the Naval Aviation Cadet Act constitute gross income to the beneficiary in the year in which payment is made.

• The pay of a member of the armed forces while in a missing status or while a prisoner of war is held to be received by him at the time it is credited on his account: that is, the month in which it is earned. Such pay therefore is considered income for the year in which it was earned even though the actual payment is not made until the man returns to the United States.

• The pay of a member of the armed forces is considered to have a source at the place where he is physically located at the time his pay accrues. For example: (a) if a man is stationed in a possession of the United States (such as the Philippine Islands, Guam, Midway), his pay is considered to have its source in that possession; (b) if he is a prisoner of war in Japan, the "source" is then Japan.

• Johnston Island is now considered a "possession of the United States" within the meaning of section 251 of the Internal Revenue code. Section 20 of the BuSandA Federal Income Tax Information pamphlet, dated 15 Nov. 1944, which listed Johnston Island as a "territory of the United States," is amended accordingly.

Crew's News (USS Cumberland Sound)

"What's the use—we haven't any money!"

Enlisted Uniform Continued For V-12s Shifted to NROTC

V-12 students who are transferred to NROTC will wear regulation enlisted men's uniforms except for formal use and while on leave or liberty, when the NROTC midshipman uniform may be worn, according to V-12 Bulletin 312, dated 4 June 1945.

Students already in NROTC and medical, dental and theological students in V-12 will continue to wear the midshipman uniform, blue for winter and khaki for summer. Off-duty uniforms for V-12 students transferred to NROTC also will be blue and khaki. Gray may not be worn.

Reason that V-12 men transferred to NROTC will continue to wear enlisted uniforms as working uniforms is that the appropriation for the coming year is not sufficient to supply midshipman uniforms for the expanding NROTC, at least at present. As a result, only one blue and one khaki midshipman uniform will be issued each transferred student.

Officer Volunteers Desired For Submarine Training

BuPers desires applications of volunteers for submarine training at the Submarine School, New London, Conn., from graduates of the Naval Academy classes of 1944, 1945 and 1946 and from Naval Reserve ensigns and lieutenants (jg) not over 28 years of age and classified as (D), (E), (DE), (DEM), (E)L-T and (E)-T.

Service requirements as set forth in BuPers Manual, E-1301 and E-1304, have been removed but beginning 1 Jan. 1946, officers will not be ordered to the Submarine School until they have completeed at least one year at sea.

Officers are selected upon the quality of their fitness report records and educational background. It is most desirable, according to BuPers Circ. Ltr. 197-45 (NDB, 30 June, 45-809), that reserve officers have an educational background in engineering, or an excellent background in mathematics and physics.

Applications must be accompanied by a certificate of a medical officer stating the candidate's physical fitness for submarine duty as established by the Manual of the Medical Department (par. 1535).

Publishers Need Be Told Of New Mailing Address

To save man-hours in rehandling undeliverable second-class mail and to prevent unwanted publications from taking up needed shipping space, the Postmaster General has approved a plan (announced in Postal Affairs Bulletin 7-45) under which publishers will be notified when magazines are not deliverable at the address shown on the wrapper.

Publishers will then send a first-class letter to the address to which the magazine was originally mailed. The first-class letter will be sent on to the man at his new address under the same postage. The subscriber will then need to notify the publisher of his new address if he wishes copies of the magazines sent to him without further interruption.

Where personnel know they are soon to make a change of station, they can advise their publishers ahead of time of this change by using NavPers Form 693 (change of address card) telling the publisher either to hold their magazines until they hear further from them, or supplying the publisher with their new address, if it is known.

$60,000 Prize Offered In Literary Contest

A United Services Book Contest, with the winner hitting a jackpot possibly totaling more than $60,000, has been announced by three companies jointly sponsoring it: Thomas Y. Crowell Company, American book publishers; George G. Harrap & Company, British book publishers, and Columbia Pictures Corporation, motion picture producers.

Eligible for the contest are all present and former members of the armed forces of any of the United Nations (including Women's Reserve and merchant marine).

The prize, an outright sum of $6,000, plus usual book royalties on American and British editions, and plus film be awarded to the most suitable book-rights which could total $60,000, will length manuscript on any subject, either fiction or non-fiction, received on or before 30 June 1946. The prize-winning book will be published in six foreign languages.

Designed to discover literary talent among the armed forces, the contest will run for at least two annual periods. If the judges fail to find a writer worthy of the award, the outright prize money will be divided into six United Forces Book Fellowships of $1,000 each and will be awarded to the most deserving contestants, to aid them in producing or completing their work.

Complete contest rules and entry forms may be obtained from Thomas Y. Crowell Company, 432 Fourth Ave., New York 16, N. Y., or George G. Harrap & Company, London and Sydney, Australia.

Servicewomen Discharged For Pregnancy Can Get Naval Maternity Care

Waves, Spars, women Marines and Navy Nurses who are discharged or separated from the service because of pregnancy were declared eligible, effective 1 July, for maternity care at naval activities during that pregnancy and confinement, and for out-patient postnatal care for such period thereafter as the medical officer deems necessary.

The service is to be furnished without cost to the individual patient, except that subsistence charges during hospitalization are to be collected locally at the rate prescribed by the annual Naval Appropriation Act, which for the 1946 fiscal year has been established at 80¢ a day, and which includes the charge for the newborn child.

In making application for maternity care at a naval medical activity, a former enlisted woman must present a photostat of her certificate of discharge together with a letter from her CO certifying her eligibility for maternity care. A former woman officer must present a certified copy of her orders separating her from the service together with a similar letter from her CO.

For a complete list of hospitals and dispensaries where maternity care is provided see NDB, 15 June, 45-612.

Officer from Sunken Ship To Assist in Processing

To assist in processing enlisted personnel who are survivors of sunken ships, one officer from each such vessel is to be designated by the CO for temporary assignment to the receiving ship or station at which the survivors are being handled. Following this temporary duty, the officer will report to the commandant of the naval district for further assignment by BuPers, under provisions of BuPers Circ. Ltr. 203-45 (NDB, 15 July, 45-814).

VOTING INFORMATION

The following elections at which servicemen will be permitted to vote by State absentee ballot will be held during the period from 1 Sept. to 31 Dec. 1945. Unless otherwise indicated, eligible servicemen, members of the merchant marine and certain attached civilians may apply for an absentee ballot by mailing at any time the postcard application (USWBC Form No. 1) which may be secured from the Voting Officer. Executed ballots must be received by election officials by election day in order to be counted, unless otherwise indicated.

CONNECTICUT

General municipal elections will be held in most cities and towns throughout Connecticut on 1 Oct. 1945. At these elections, city and town officials will be elected. General municipal elections will also be held in the following cities and towns on the dates indicated: 10 Sept.—New London; 2 Oct.—Colchester; 6 Nov.—Bridgeport, Hartford, New Haven, Waterbury; 4 Dec.—Meriden. Executed ballots in the case of elections held on 1 October must be in the hands of local officials by 1200 on 1 October. In all other elections executed ballots must be in the hands of local officials by 1800 of the day preceding the election.

ILLINOIS

A special congressional election will be held on 6 Nov. 1945 in the 24th Congressional District, comprised of the following counties: Clay, Edwards, Hardin, Gallatin, Hamilton, Johnson, Massac, Pope, Saline, Wayne and White. At this election a Representative in Congress will be elected to fill the present vacancy.

A general election will be held on 6 Nov. 1945 in the following counties: Alexander, Calhoun, Edwards, Hardin, Johnson, Massac, Menard, Monroe, Morgan, Perry, Pope, Pulaski, Randolph, Scott, Union, Wabash and Williamson. One county commissioner will be elected from each county.

MASSACHUSETTS

Municipal elections will be held on various dates in November and December in cities and municipalities in Massachusetts. Towns and cities holding elections and the dates of such elections are as follows: 6 Nov.—Boston, Cambridge, Chicopee, Everett, Fall River, Fitchburg, Gardner, Leominister, Lowell, Lynn, Marlborough, Medford, Newton, Pittsfield, Quincy, Somerville, Springfield, Waltham, Westfield, Worcester; 13 Nov.—Chelsea, Malden, Melrose, New Bedford, Peabody, Woburn; 4 Dec.—Brockton, Gloucester, Haverhill, Holyoke, Newburyport, Northampton, Salem, Taunton; 11 Dec.—Lawrence, North Adams and Revere.

MICHIGAN

A municipal general election will be held in the City of Detroit on 6 Nov. 1945. At this election a Mayor, City Clerk, City Treasurer, Councilmen and Constables will be elected.

NEW JERSEY

A general state election will be held in New Jersey on 6 Nov. 1945. In all counties, members of the General Assembly and various county and local officials will be elected. In addition, State Senators will be elected in Burlington, Cape May, Hunterdon, Middlesex, Passaic and Sussex counties.

NEW YORK

A general election will be held in New York on 6 Nov. 1945, for Mayors and other officials of cities (including New York City), towns and counties. In addition, certain Justices of the Supreme Court will be elected. The military absentee voting law does not extend to members of the merchant marine or to attached civilians. Executed ballots must be received by election officials before 1200 on 5 Nov. 1945 in order to be counted.

OHIO

A general election for city, village and township officials and members of Boards of Education will be held throughout Ohio on 6 Nov. 1945. Executed ballots must be received by election officials by 1200 on 6 Nov. 1945, in order to be counted.

PENNSYLVANIA

A general election will be held in Pennsylvania on 6 Nov. 1945 for municipal, town and county officials. In addition, two Justices of the State Superior Court will be elected. Executed ballots must be received by the County Board of Elections not later than 1000 on 16 Nov. 1945.

VIRGINIA

A general state election will be held in Virginia on 6 Nov. 1945. At this election the Governor, Lieutenant Governor, Attorney General, Members of the House of Delegates and certain local officers will be elected. The military absentee voting law does not extend to members of the merchant marine or to attached civilians. Executed ballots must be received by 3 Nov. 1945, to be counted.

NSI Five-Year Policies Extended Three Years

All five-year level premium term National Service Life insurance policies issued prior to 1 Jan. 1946 have been automatically extended for three years by Public Law 118 passed last month by the 79th Congress signed by the President on 2 July and announced to the service by Alnav 153-45 (NDB, 15 July, 45-784). Allotments to pay premiums now in effect need not be renewed or increased.

The three year extension was necessary because the first NSI policies, issued 8 Oct. 1940, were due to expire 8 Oct. 1945 unless converted to permanent insurance. Likewise, each month thereafter an increasingly large number of policies would reach the end of the five-year period.

Passage of the law actually divides all five-year term insurance policies into two groups: (1) those issued between 8 Oct. 1940 and 31 Dec. 1945, which may be continued for eight years from date of issue without change in premium paid while kept on the term plan, and (2) those issued after 31 Dec. 1945, which will be for five years only.

The extension granted to those policies in the first group is not affected by discharge from the naval service of the insured either before or after passage of the extension authorization. Conversion privileges, including retroactive conversion to the original date of issue, also remain unchanged during the three-year extension.

For instance, a five-year policy issued on 1 Nov. 1940 may be continued until 1 Nov. 1948 as term insurance, during which time the insured need not change his allotment or premium payment in any manner. Likewise a policy issued on 1 Nov. 1945 may be maintained without change until 1 Nov. 1953. To determine the new date of expiration for an individual policy, a policyholder need only add eight years to the date on which the policy originally went into effect. If an insured has more than one NSI five-year term policy with *different* effective dates, he must determine the expiration date for each policy separately.

The three-year extension does not in any way change NSI policies previously converted to one of the three permanent plans.

Hoist (NTC, San Diego)

"This is known as the hand-over-hand obstacle, and is good to know for the purpose of crossing a stream or making one's way through jungles and trees."

MONTH'S ALNAVS IN BRIEF

No. 139—Cancels Alnav 47-45 (NDB, 15 Mar., 45-234) on sale of gift items by ships service stores and PXs.

No. 140—Repeats for clarity sentence of Alnav 120-45 (NDB, 15 June, 45-620) on reporting of casualties.

No. 141—Amends Alnav 58-45 (NDB, 15 April, 45-343) to read that original dispatches from ships and stations within continental U. S. reporting deaths are to contain all information required by Navy Regs. Art. 908(2) and those outside continental limits are to comply with Alnav 120-45 (NDB, cum. ed., 42-2043).

No. 142—States that, effective 1 July, all transportation requests for travel of naval personnel and dependents and all meal tickets issued to naval personnel are to show appropriation as "Transportation and Recruiting Naval Personnel" instead of "Pay Subsistence and Transportation."

No. 143—Calls for applications by dispatch to BuPers before 1 August from regular Navy Supply Corps officers, lieutenants, or below, for two-year postgraduate course in textile engineering for class to convene Sept. 1945.

No. 144—Amends reference in Alnav 141-45 (above).

No. 145—Announces that for 1946 fiscal year, funds for pay and subsistence and for transportation and recruiting of naval personnel were separated into two appropriations.

No. 146—Extends general order on extra pay for proficiency in use of arms (see p. 78).

No. 147—Suspends for duration certain regulations on entry in deck log of names of passengers with times of coming aboard and leaving.

No. 148—Announces appointment to next higher rank for temporary service, to rank from 1 July 1945, of regular and reserve Navy Nurse Corps lieutenants (junior grade) whose present rank occurred 1 Aug. 1944 or earlier and who reported for continuous active duty as ensigns 1-31 Dec. 1942 inclusive, and those ensigns who reported for continuous active duty as ensigns 2-29 Feb. 1944 inclusive.

No. 149—Announces appointment to next higher rank for temporary service, to rank from 1 July 1945, of those lieutenants (junior grade) and ensigns, line and staff corps, on active list of regular Navy whose dates of rank are within period 2-29 Feb. 1944 inclusive, and those lieutenants (junior grade) and ensigns, line and staff corps, of Naval Reserve and Women's Reserve whose dates of commencement of continuous active duty in their respective ranks are within the same period.

No. 150—Announces appointment to chief warrant rank for temporary service, to rank from 1 July 1945, of those warrant officers on active list of regular Navy whose dates of rank are within the period 2-29 Feb. 1944 inclusive, and those warrant officers of Naval Reserve whose dates of commencement of continuous active duty are within the same period.

No. 151—Changes name of Nakagusuku Wan in Southeast Okinawa to Buckner Bay.

No. 152—Announces two five-month courses at the Naval War College, Newport, R. I. beginning 1 Jan. 1946: a command course for approximately 15 regular Navy officers, lieutenant commander and above, and a preparatory staff course for 50 reserve officers of ranks of lieutenant commander, lieutenant, and lieutenant (junior grade); applications via official channels to reach BuPers prior to 15 Sept. 1945.

No. 153—Deals with extension of NSI insurance (see p. 75).

No. 154—Directs that railway express shipments containing Navy property or Navy issue personal effects shipped at request of naval personnel at own expense must be sent prepaid, with serial or service number shown on shipping tag.

No. 155—Deals with changes in clothing allowance (see p. 65).

No. 156—Directs that mail requiring forwarding be immediately, completely and correctly readdressed by unit from which addressee has been transferred to prevent breakdown of personal mail delivery caused by large and rapid movements of personnel in and to the Pacific.

No. 157—Discontinues effective 2 July 1945 extra pay for Navy mail clerks and assistant Navy mail clerks; waives requirements for bonding them: states that bonds executed bearing effective date to and including 1 July 1945 will not be terminated until end of premium years unless postal duties cease prior thereto. Alnav does not apply to Marine Corps and Coast Guard personnel.

No. 158—Makes change in reference in Navy Travel Instructions.

No. 159—States that port of Tacoma, Wash., has been declared plague-free as of 5 July 1945.

No. 160—Provides for 30-day furlough in States for officers and enlisted men who have been outside U. S. for 24 months or longer (see p. 66).

No. 161—States that because of present large backlog of applications from reserve officers desiring flight training, Alnav 63-45 (NDB, 15 April, 45-348) is canceled effective 2 Aug. 1945 and no further requests will be considered at present time; applications are still desired from U. S. Naval Academy graduates, classes 1944 and 1945, and should bear endorsement by medical examiner as to physical qualifications for flight training and give scores on aviation aptitude tests.

No. 162—States that National Institute of Health allows five year period for normal human plasma dried S1-3530 and S1-3531, and that all human plasma dried in stock which has expiration date during 1945 or earlier should be extended for two years from date on package.

No. 163—Modifies rules for advancement of enlisted personnel. For details see p. 66.

No. 164—Announcement that Independence Day cash war bond purchases amounted to $91,276,948.25, which is 46% above Navy's previous bond campaign, and congratulates all hands on purchases of $291,000,000 of bonds made through allotments and cash purchases.

PROMOTIONS BY ALNAV

A total of 9,554 officers were made eligible for promotion to next higher rank by Alnavs 148, 149 and 150, briefed on this page. The breakdown:

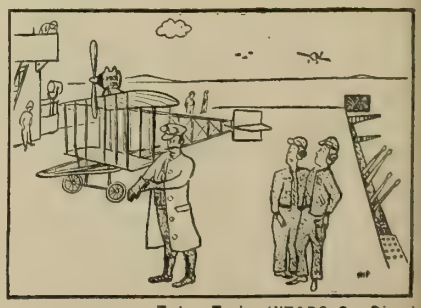
Naval Reserve: (including Women's Reserve): 1,305 to lieutenant, 5,437 to lieutenant (junior grade) and 298 to commissioned warrant officer.

Regular Navy: 291 to lieutenant, 1,116 to lieutenant (junior grade) and 857 to commissioned warrant officer.

Nurse Corps (Naval Reserve): 36 to lieutenant and 201 to lieutenant (junior grade); (Regular Navy): One to lieutenant and 11 to lieutenant (junior grade).

In addition to these promotions, 659 men were appointed for temporary service to commissioned and warrant officer ranks: 33 to lieutenant (junior grade), 15 to ensign and 108 to warrant officer in the Naval Reserve, and 68 to lieutenant (junior grade), 80 to ensign, one to commissioned warrant officer and 354 to warrant officer in the regular Navy. A complete list of names of those promoted is contained in BuPers Circ. Ltr. 201-45 (NDB, 15 July).

Norfolk Seabag (NTS, Norfolk)



Tadcen Topics (NT&DC, San Diego)
"I was inclined to scoff at first, too—but he has eight Jap planes to his credit."

Jobs in State Department Foreign Service Offered Qualified Navy Personnel

Qualified personnel of the Navy, Marine Corps and Coast Guard who are interested in careers as Foreign Service Officers, in the Department of State, are offered the opportunity of joining the service, according to announcements recently made.

Political and economic problems arising from the present war make it imperative that the Foreign Service be expanded and members of the armed forces and honorably discharged veterans are being given the first chance to join the expanded service.

Opportunities are available to commissioned, warrant and enlisted personnel of the regular U. S. Navy, Marine Corps and Coast Guard, and reserve components, including the Women's Reserve, stationed in the continental United States (exclusive of Alaska and Newfoundland), in the Caribbean area and in the European theater.

Written examinations will be given on 19 and 20 Nov. 1945 at sites designated by the Navy and State Departments. Application blanks for designation to take the examination may be obtained from COs.

Candidates who pass the written and subsequent oral examinations will be placed on an eligibility list valid for two years, and may be called up for commissioning in the Foreign Service at any time during that period if they can be released from the armed forces without prejudice to the war effort.

The Navy Department will give favorable consideration, subject to the needs of the service, to applications for release from active duty or separation from the naval service of commissioned or warrant officers, or discharge of enlisted men, who have been selected by the Department of State for commissioning as Foreign Service Officers.

Applicants entering the Foreign Service in the unclassified grades generally start at the minimum base salary of $2,500 per year, although some may be admitted at salary levels ranging up to $3,400 if age and previous experience warrant special consideration. The maximum base salary for highest ranking officers is $10,000. While officers are abroad their salaries are supplemented by rental and cost-of-living allowances varying according to the post, the size of the officers' families, and prevailing exchange rates.

Foreign Service Officers comprise counselors of embassy or legation, diplomatic secretaries, consuls general, consuls and vice consuls. They serve in normal times at more than 250 posts, located at key points all over the world. Assignments generally range from two to five years at one post.

Qualifications necessary for designation to take the written examination are:

Educational: Bachelor's or equivalent degree from an accredited college or university; or, if course was interrupted by entrance into the armed forces, applicant must have completed approximately three-fourths of it.

Language: Read with reasonable facility at least one of the following—French, German, Spanish. Knowledge of any other language will be taken into consideration on the oral examination.

Latest fitness report: Commissioned and warrant officers must be rated at least average on the old fitness report form, or within the top 70% on the new form. Official efficiency ratings will not be a determining factor for an enlisted man. His CO will be required to state, in the application endorsement, his opinion of applicant's character and potential leadership qualities.

Age: Born between 1 July 1915 and 1 July 1924.

Citizenship: U. S. citizen for at least 15 years prior to 1 July 1945.

Marital status: May not be married to an alien.

Military service: Minimum of one year of active military service by 1 Jan. 1945.

Applications from within the continental U. S. are to be forwarded by the CO to the Board of Examiners for the Foreign Service, P. O. Box 592, Princeton, N. J., so as to be received not later than 18 Aug. 1945. Applications from outside the continental U. S. are to be forwarded by the CO to the Chief of Naval Personnel (Att.: Educational Services Section), Washington 25, D. C.

Marine Corps personnel outside U. S. should forward applications to Headquarters, U. S. Marine Corps, Washington 25, D. C., and Coast Guardsmen to Headquarters, U. S. Coast Guard, Washington 25, D. C. Applications from outside the continental U. S. must be received not later than 10 Sept. 1945, for transmission to the Department of State.

Applicants designated by the Department of State will be notified through their respective services. COs are authorized to grant successful applicants leave, subject to the convenience of the service, to take the exams at designated sites in their territories.

For details see BuPers ltr. dated 20 June 1945, Pers-4-ohs, ES 24; Marine Corps ltr of inst. No. 1065 dated 28 June 1945.

Bluejacket (NATTC, Memphis)

"There goes Abercrombie, showing off with his jet propulsion again."

NEW V-DISC RELEASES

Following is the list of V-Discs contained in the August kit, Navy Release N, to be mailed the middle of the month to ships and naval activities outside continental limits and hospitals in the U. S. treating battle casualties. For information on how to get the discs, recorded exclusively for the armed forces, see table in the April 1945 issue, pp. 70-71.

261. Classical Symphony (Prokofieff) Parts 1 and 2—Toscanini and NBC Symphony Orchestra.
262. I Can't Give You Anything But Love; Little Brown Jug—Maj. Glenn Miller; I Can't Get Started; Keep the Home Fires Burning — Charlie Barnet.
263. Harlem Airshaft — Duke Ellington; High Tide—Count Basie.
264. Turn Ye to Me—Bidu Sayao; My Wild Irish Rose; Loch Lomond—Richard Crooks.
265. My Heart and I; Too Romantic; All You Want to Do Is Dance—Bing Crosby; What More Can a Woman Do? You Was Right, Baby—Peggy Lee.
266. Am I Blue?—Jo Stafford; You Came Along—Martha Tilton.
267. Comin' Around the Corner; Humoresque—Guy Lombardo; Flyin' Home —Red Norvo.
268. I Hope to Die If I Told a Lie; No, Baby. Nobody But You — Erskine Hawkins; Confessin' — Louis Armstrong.
269. None But the Lonely Heart—Frank Sinatra; There'll Be a Jubilee—Mildred Bailey-Benny Goodman.
270. How Long Has This Been Going On? —Lena Horne-Phil Moore; I'll Be Around; You Always Hurt the One You Love; Paper Doll — The Mills Brothers.
271. Salt Peanuts — Plink, Plank and Plunk; I Feel So Good; Tell Me Baby—Big Bill.
272. Along the Navajo Trail; Someone to Watch Over Me—Dinah Shore; Close as Pages in a Book—AAFTC Orchestra.
273. Candy; A Trio Grooves in Brooklyn —King Cole Trio; Schubert's Serenade; Toselli's Serenade — John Kirby.
274. No Name Jive—Casa Loma; I Was Here When You Left Me—Louis Prima.
275. You Can Say That Again; Zoot Gibson Strides Again—Harry "The Hipster" Gibson; Sylvia; Pollywolly Doodle—The Korn Kobblers.
276. There Must Be a Way; Sweetheart of All My Dreams—Charlie Spivak; Ev'ry Time; You Brought a New Kind of Love to Me—Benny Goodman.
277. That Old Black Magic — Morton Gould; Hungarian Dance No. 5 (Brahms)—AAFTC Symphonette.
268. Beat Me Daddy Eight to the Bar—Will Bradley; Hodge Podge; Caravan —Bobby Sherwood.
279. Out of This World; Goosey Gander —Woody Herman; Make Love to Me; B-19—Harry James.
280. Cuddle Up a Little Closer; Bell Bottom Trousers — Ginny Simms; Rachmaninoff Theme (Concerto No. 2); Rosemary—Freddy Martin.

Men Ashore Get Extra Pay For Learning Use of Arms Not Required by Ratings

Extra compensation, ranging from $1 to $5 per month, has been ordered for enlisted men in the Navy and Coast Guard ashore who achieve proficiency in the handling of certain arms which their own ratings do not require them to know but knowledge of which is useful when assigned by their COs to shore battle stations. The provision is contained in Executive Order No. 9557, signed by the President on 26 May and effective as of 1 May, and which modifies Executive Order No. 9210 of 1 Aug. 1942. A similar provision is already in effect for such personnel serving at battle stations aboard ships. The provisions were announced to the service by Alnav 146-45 (NDB, 30 June, 45-710).

Under the new ruling, a storekeeper, for instance, who studies and learns how to operate radar equipment (or any other "arms" such as gun pointer, master horizontal bomber, rangekeeper operator, etc., as listed in BuPers Manual, Art. D-5312) would be eligible for the extra money when assigned to a battle station, either ashore or afloat, where the knowledge would be required. Petty officers performing duties normally included within the scope of their ratings are not eligible to receive extra compensation for the use of such arms.

While the provisions of this order also apply to personnel who qualify as expert pistol shots, expert riflemen and rifle sharpshooters, extra compensation payments to such personnel were suspended until further notice by Cominch letter dated 20 April 1945 (FF1/A5-6 Serial: 3695).

Navy to Commend Families For Outstanding Service

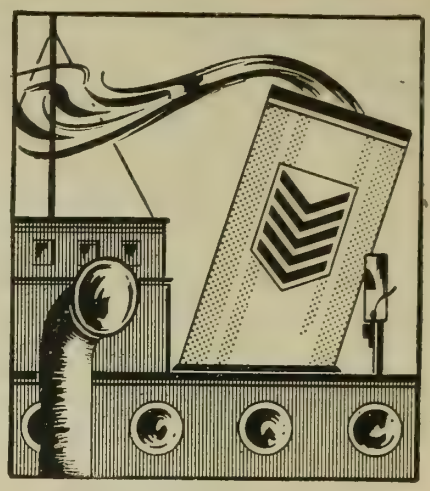
In recognition of outstanding family contribution to the war, the Secretary of the Navy will, when practicable, extend by letter his personal congratulations and the commendation of the Navy Department to mothers of families with four or more immediate members in the armed forces, at least half of whom are serving in the Navy, Marine Corps or Coast Guard, or have served since 7 Dec. 1941.

Although no attempt will be made to search out all mothers in this category, when evidence of outstanding family service as defined above comes to the attention of BuPers it will be considered for submission to the Secretary.

It will be helpful if evidence forwarded to BuPers contains the name and address of the mother; names of four or more immediate family members in the armed forces, specifying branch of service, rank or rate, serial number, and name and address of wife or husband.

Sp(S) Qualifications

Qualifications for Specialist (S) (V-10) rating—personnel supervisor—have been announced in BuPers Circ. Ltr. 193-45 (NDB, 30 June, 45-740).



Vessels Returned by Navy To Have Service Chevrons

Service chevrons, each representing six months of naval service, have been approved for vessels which the Navy acquired, but which have now been returned to their original owners.

The chevrons, authorized by the Secretary of the Navy, are to be painted on the ship's stack or in the vicinity of the bridge (above).

Approximately 187 of these small vessels, mostly fishing craft and yachts, which were used and are still being used to patrol coastal waters, have so far been returned to their owners. When the vessel is no longer needed by the Navy, the owner is notified as to the number of chevrons it rates.

Merchantmen May Wear Philippine Ribbons

President Truman has authorized the wearing of the Philippine Defense and Philippine Liberation ribbons by merchant officers and seamen who served on merchant ships participating in those operations. The ribbons are to be worn under rules and regulations similar to those prescribed for naval personnel, details of which were published in the May 1945 ALL HANDS, p. 72.

Insignia Authorized For U. S. Technicians

Insignia for U. S. technicians was approved by SecNav last month. Although these civilian specialists, who are employees of private contractors but working with the Navy on highly technical problems, have previously been authorized to wear regulation naval officers' uniforms, no insignia has previously been authorized, other than the embroidered spread-eagle breast insignia. The new gold shield is to be worn on the regulation officers' cap. In miniature size it is worn as the collar and garrison cap insignia.

Oriental Language Schools Open to Qualified Men

Billets are available for qualified male officer or male enlisted applicants in the Naval Schools of Oriental Languages at the University of Colorado Boulder, Colo., and Oklahoma A&M College, Stillwater, Okla., and BuPers has announced that applications will be received until further notice.

Courses are Japanese (14 months), Chinese (18 months), Malay (six months) and Russian (six months). All courses call for a minimum of 4½ hours of classroom instruction daily, six days a week; in addition, the student is expected to devote 9 hours a day to preparation outside the classroom.

So far as possible, the language studied is used in the mess halls. Foreign language newspapers, foreign language broadcasts and foreign language movies are provided. Daily use of the language in extra-curricular activities is an essential part of the instruction.

All applicants must have completed a minimum of two years' college work. From among those who meet the college requirement, two categories of students are selected:

- Applicants whose college record is of a high honor standing and who show evidence of special linguistic ability in the study of one or more foreign languages. (All applicants who submit a knowledge of a foreign language will be examined directly in that language.)
- Applicants who show a minimum of two years of college work of Phi Beta Kappa grade (a minimum of 80% As, or rank in the top 5% of the class or average grades of 3.6 and above on the Navy scale).

No exceptions are made to the age requirements of from 19 to 29, incl.

Upon successful completion of three months' work in any one of the courses, students enrolled in civilian or enlisted status will be recommended by the CO for appointment as commissioned officers in the Naval Reserve, if physically and in all respects fully qualified for such appointment. (Waivers of minor defects, non-organic in nature, will be considered.)

Personnel who are commissioned after successfully completing three months of the course but who subsequently fail to complete the entire course may be discharged from the Naval Reserve in the event that other billets for which they are qualified are not available. Students who enter the course as officers and fail are made available for general duty.

In addition to applications which are forwarded through official channels by COs to BuPers (Att: P-422), applications may also be made with COs approval to the interviewing officer at the time interviews are held at centrally located naval activities.

Applications may be made on the form enclosed with BuPers ltr. Pers-4225-jm over NC 155, dated 5 May 1945, to all U. S. shore stations, or on the similar one in BuPers Circ. Ltr. 376-45 (NDB, July-Dec., 44-1405).

Specialist Rating Created For Welfare Assistants

BuPers has established a new division of the specialist rate, Specialist (E), for recreation and welfare assistants and motion picture service personnel, and has added a new designator to Specialist (X) for personnel with the Armed Forces Radio Service and special Navy radio units (BuPers Circ. Ltr. 194-45: NDB, 15 July, 45-806).

To be eligible for Specialist (E), personnel must be performing full-time duties either as recreation and welfare assistants or as motion picture service bookers. Designators for the two categories, which will be used with the rate in all cases, are (RW) and (PS), respectively.

Personnel must be performing full-time duties with the Armed Forces Radio Service or special Navy radio units before they can be rated Specialist (X) with the new designator of (RS).

To be eligible for Specialist (E) (RW), personnel must have had a minimum of one year of professional experience in civilian life (or have had service experience equal thereto) in this type of work; be at least 21 years of age, and have a high school education or its equivalent.

Specialist (E) (RW) personnel assist the recreation and welfare officer of an activity in planning, developing, directing, producing, publicizing, maintaining and supervising welfare and recreation programs and services involving entertainments, picnics, dances, parties, music, dramatics, game rooms, libraries, arts and crafts, sports and games, liberty services, station papers and other activities of a recreational nature; assist in the selection, distribution, maintenance and renovation of recreational equipment and facilities; assist in maintaining records and accounts of the entire welfare and recreation program for the activity.

To be eligible for Specialist (E) (PS), personnel must have had a minimum of one year of professional experience in commercial or Navy motion picture booking and have had a high school education or its equivalent. They must be professionally qualified to book commercial motion pictures to Navy activities under the Optional Naval District Motion Picture Plan and maintain proper records in connection therewith; to book, program and maintain specialized records peculiar to the motion picture industry for Navy Motion Picture Exchanges; maintain over-all control of shipment and receiving of prints.

To be eligible for Specialist (X) (RS), personnel must have had at least two years' experience on nationally prominent radio programs in their respective fields, or equivalent service experience. They must be able to perform duties incident to the operation, administration, program production and other functions of the Armed Forces Radio Service and special Navy radio units; be experienced in at least one of the following fields: program and music production; radio writing; announcing; studio and transmitting engineering.

When qualifications (as distinguished from description of duties of rates and requisites therefor) are published for Specialist (E) and allowances established for Specialist (E) and Specialist (X) (RS), requests may be submitted to BuPers for changes to the new categories (of equal pay grade) or for initial advancements to Specialist (E), third class (appropriate designator) or Specialist (X), third class, (RS), to fill vacancies in allowance.

No qualifications will be published for Specialist (X) (RS).

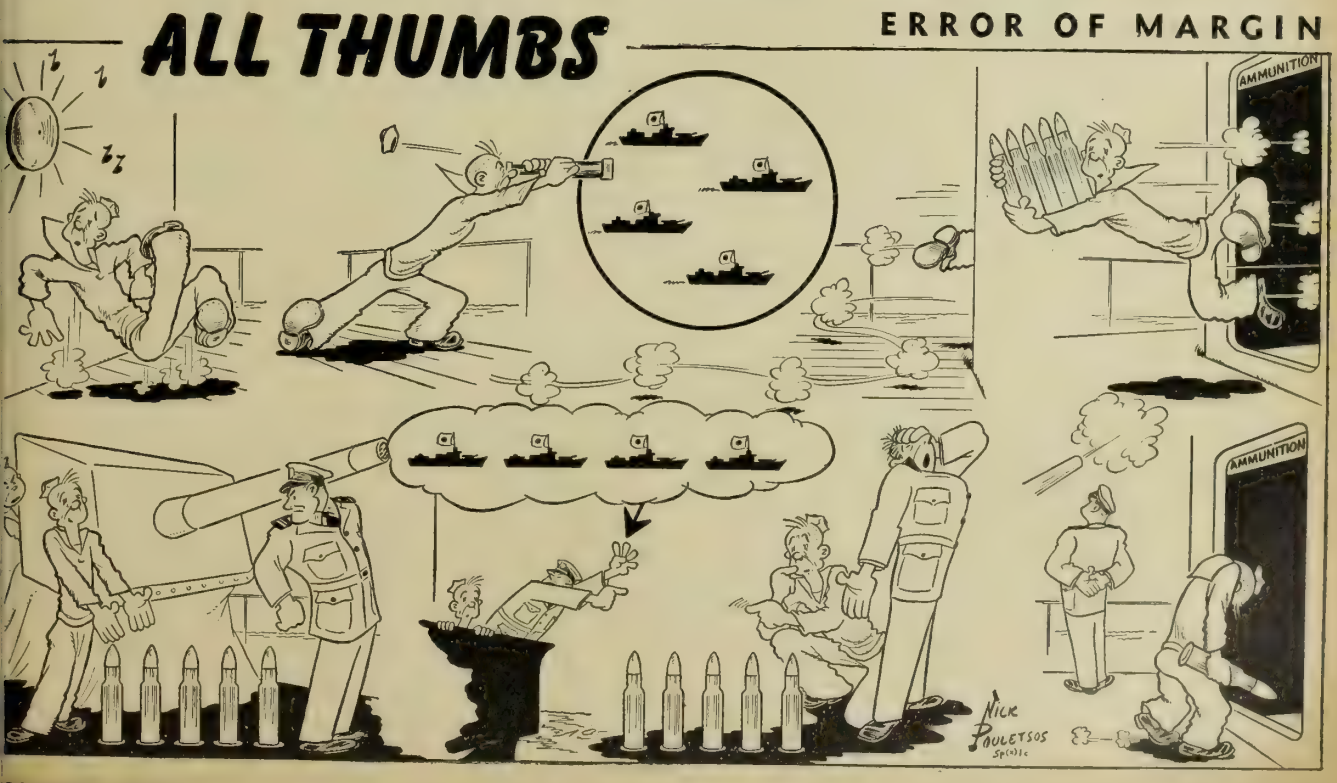
Waves may qualify as Specialists (E) (RW) and (X) (RS) but are not eligible to become Specialists (E) (PS).

Under normal conditions, Specialist (E) ratings will be assigned subject to the following general restrictions:

Specialist (E) (RW)—One allowed to each activity of more than 500 enlisted personnel, with one additional allowed for each additional 500 enlisted personnel in the activity. In addition to the foregoing, in the case of Fleet Recreation Centers (serving fleet units), additional complements of Specialist (E) (RW) may be authorized, based on recommendations submitted by responsible area commanders.

Specialist (E) (PS)—Allowance will be assigned to activities only upon recommendation of BuPers, district commandants or, in the case of motion picture exchanges outside the continental U. S., upon recommendations of area commanders.

Specialist (X) (RS)—Allowance will be assigned to activities only upon recommendation of BuPers, or, in the case of Armed Forces Radio Service stations and special Navy radio units overseas, upon recommendations of area commanders.



FANTAIL FORUM

QUESTION: What's the best liberty town you ever hit?

TEMPLETON B. HAMILTON, ARM3c, Charleston, W. Va.: "It's just no contest. New York is far and away the best town in the world. And I say that even though my 'home' in New York was the worst place in the whole Navy—Pier 92. Even that seemed worth putting up with when you considered that you were only eight minutes from Broadway . . . and the time of your life!"

JOSEPH BRILLA, AMM1c, Welshfield, Ohio: "I've got two choices. It's a tie for first place between Chicago and Washington. Now you take Chicago: That Servicemen's Center is terrific. Thirteen floors, and something different on every floor. Old Chi is just jampacked with entertainment and good-lookers. And then you take Washington: It's got so many places of historic interest. A visit to Washington is like a college education. And, of course, don't forget the girls there! Wow! Almost too many!"

BENNETT H. FUNK, FC3c, Baltimore, Md.: "Liverpool—that's the town for me. A lot of guys'll try to tell you that New York is the best liberty town. They're crazy. That town's full of robbers. Best town in the U. S. A. for liberty is a little place called Fall River, Mass. Yeah, don't laugh—Fall River. There's plenty to do, and no trouble doin' it. As I said, though, best in the world is Liverpool. There the women rush up and grab you by the arm. And the Red Cross treats you swell, too!"

RUSSELL N. BROWN, StM2c, Detroit, Mich.: "Guess I can't pick my own home town, huh? Nothing can beat that old burg. But running it a close second in my book is New York. I've had many a good time in old Manhattan. There's more places to go and more things to do in that town than any I've ever seen. Lots of good night clubs and red-hot spots. People are swell to you and make you feel right at home."

O. F. HALL, S2c, Nashville, Tenn.: "I've had a good time practically every place I've gone, but I guess the top one of 'em all is Baltimore. More good-looking women there than any place and lots of lively spots. That town's got plenty of wine, women and song . . . and, I ask you, what more could a fellow on liberty want? Huh? Did you say: 'Chow'? Listen, if a fellow wants to waste time eating, he'll find plenty of good chow in Baltimore—especially seafood, I guess."

GENE BUFALINO, Sp(A)1c, Pittston, Pa.: "I don't think you can beat Washington, D.C. I've been up and down the East Coast from Florida to Massachusetts and, although I've never failed to have a good time on liberty in any of the towns, Washington is the tops. Folks are mighty friendly to servicemen, there's flocks of goodlooking girls, there's lots of things to do and plenty of places to see. Of course, this time of the year the weather is kinda hot, but it's not as bad as some people say."

CARL B. HARRIS, EM1c, Richmond, Va.: "I'll take New York. It's got the best and the most of everything. If it's museums you want, they got 'em—bigger 'n' better'n any other town. Or if it's night clubs, or libraries, or parks, or theaters, they got 'em—the best in the world. And most important so far as I'm concerned, it's got three major league ball parks. No matter when you hit town you're sure to catch at least one of the teams."

DOUGLAS B. HAYES, S2c, Schoolfield, Va.: "Gimme Boston any old time. Boy, there's the place to have yourself a peck of fun . . . and for cheap. I'm telling you there's no end of good-looking, friendly gals. Would I like to live there for keeps? Well, not exactly. But if I'm going to be in the Navy a long time I sure wouldn't squawk any if they ever told me, 'Hayes, we're gonna station you in Boston!'"

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it often is limited in its reporting and publication of photographs. It therefore cannot always fully record achievements of units or individuals, and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin; followed by the initials "cum. ed," they refer to the cumulative edition of 31 Dec. 1943, which superseded all semi-monthly issues through that date; by "Jan.-July" or "July-Dec.," to the collated volumes for those six-month periods of 1944, containing all 1944 letters still in effect at the end of each of the two periods.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB., cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly.

Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of four copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

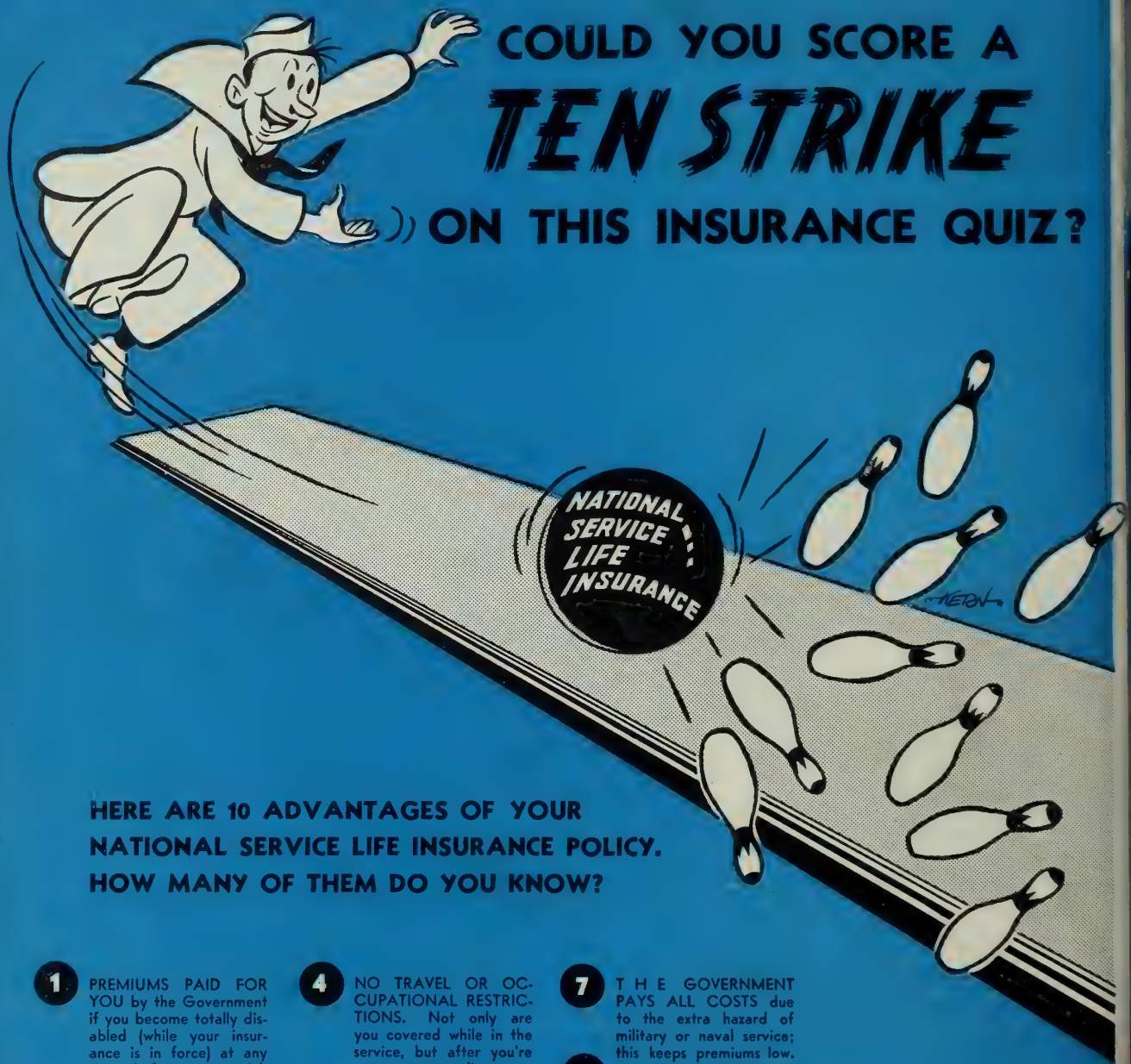
At ship's stores and ship's service stores where unit packaging plan for magazines is in effect, ALL HANDS is on sale to naval personnel at 15c per copy as indicated on the cover of those issues.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

PICTURE OF THE MONTH:

ROCKETS' RED GLARE

COULD YOU SCORE A TEN STRIKE ON THIS INSURANCE QUIZ?



HERE ARE 10 ADVANTAGES OF YOUR NATIONAL SERVICE LIFE INSURANCE POLICY. HOW MANY OF THEM DO YOU KNOW?

1. PREMIUMS PAID FOR YOU by the Government if you become totally disabled (while your insurance is in force) at any time before your 60th birthday and remain disabled six months or more.

2. FREE FROM TAXATION. All payments received through Government insurance as such are exempt from taxation.

3. PROTECTION FRO'' CREDITORS. The i. ance money cannot be attached or taken from your beneficiary.

4. NO TRAVEL OR OCCUPATIONAL RESTRICTIONS. Not only are you covered while in the service, but after you're out, you can live anywhere, follow any occupation you choose, travel by any method you like.

5. CASH AND LOAN VALUES are available on your converted insurance policy after the first year. Loans may be made up to 94% of the cash value.

6. THE GOVERNMENT PAYS ALL OVERHEAD EXPENSES, making a smaller premium you pay.

7. THE GOVERNMENT PAYS ALL COSTS due to the extra hazard of military or naval service; this keeps premiums low.

8. FUTURE DIVIDENDS. Your insurance payments may be further reduced in the future, by dividends declared by the Veterans Administration.

9. NEW 3-YEAR EXTENSION for all "term" policies effective before 1 Jan. 1946 automatically increases period from 5 years to 8. This gives you more time after war to get financially established before converting to permanent insurance.

10. LIBERAL CONVERSION PRIVILEGES. Any time after you've had your "term" insurance a year, you can exchange it for one of the three forms of permanent insurance — Ordinary Life, 20 Payment Life, or 30 Payment Life. No physical examination is required.

FOR SPECIFIC DETAILS on any of the above provisions, see your Benefits & Insurance Officer.

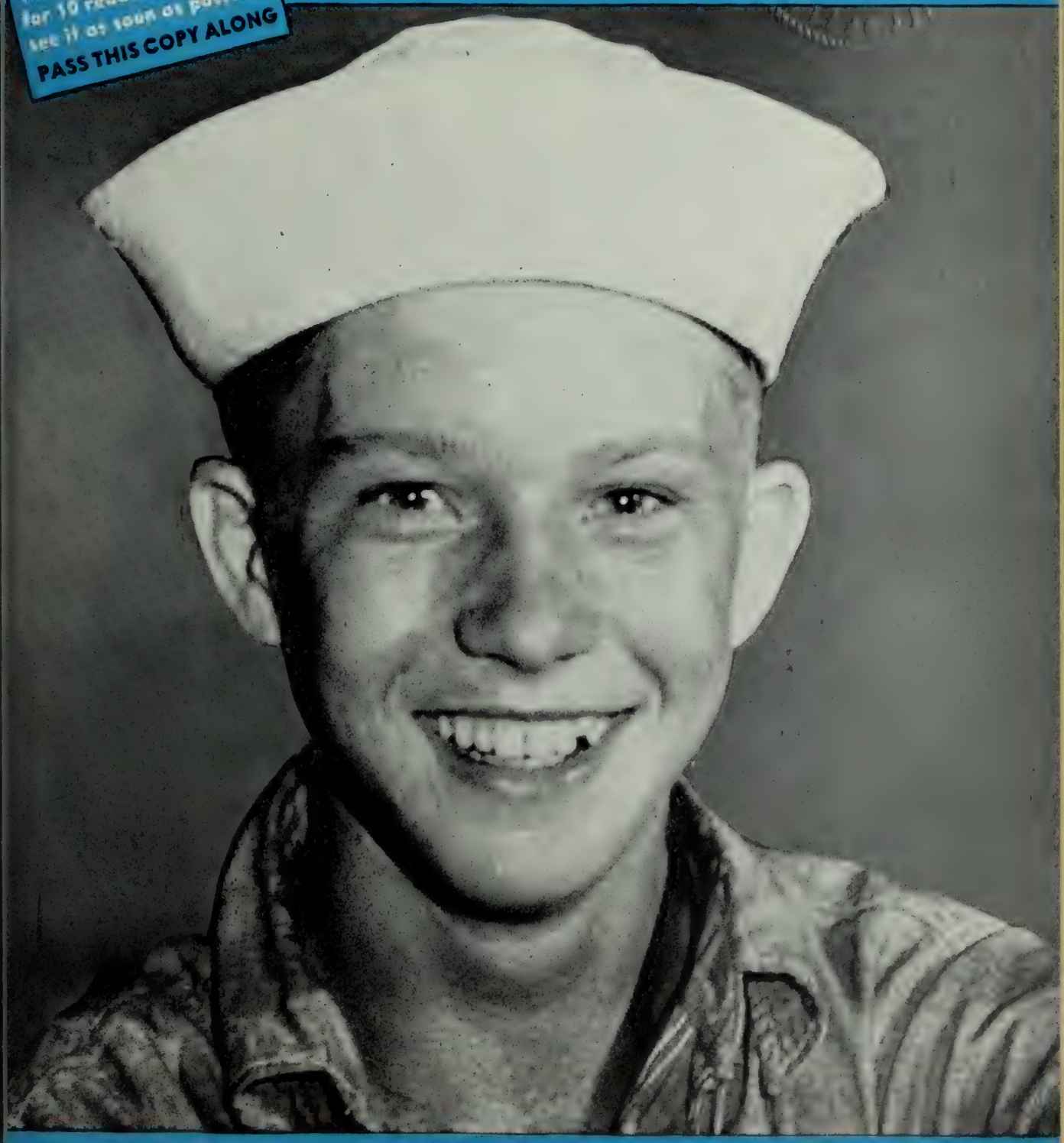
ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

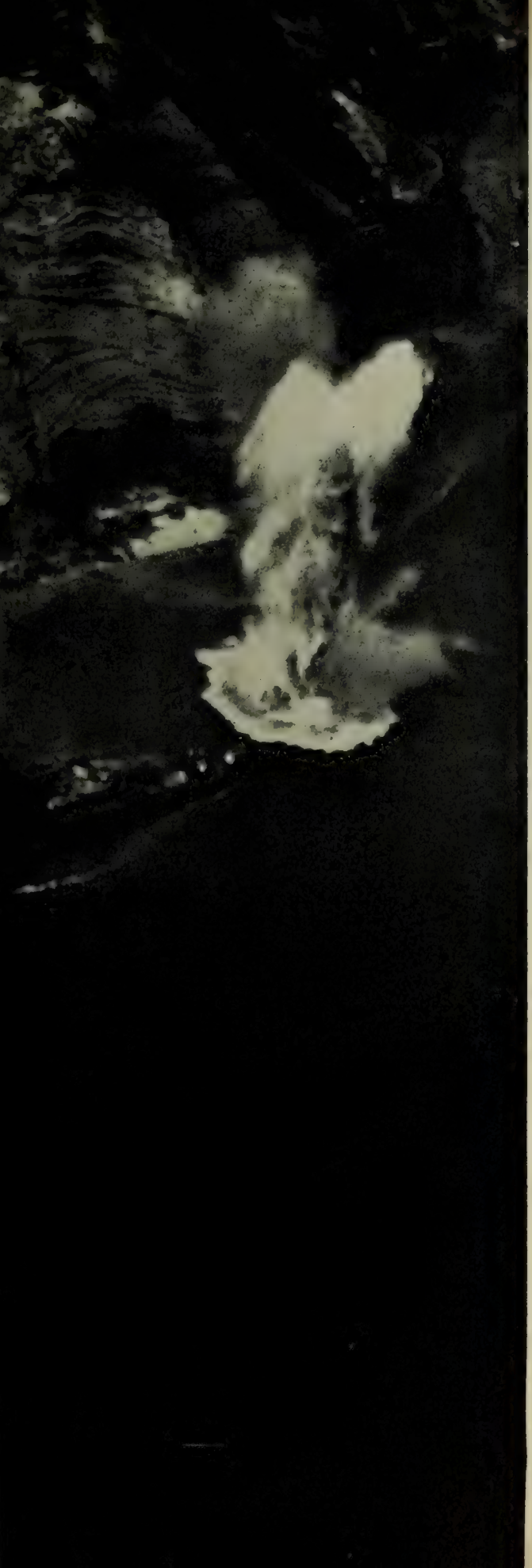
SEPTEMBER 1945

This magazine is intended for 10 readers. All should see it as soon as possible.
PASS THIS COPY ALONG



FINAL VICTORY!

JAP
CURTAIN



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

SEPTEMBER 1945 NAVPERS-O NUMBER 342

VICE ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel
REAR ADMIRAL WILLIAM M. FECHTELER, USN
The Assistant Chief of Naval Personnel

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THIS MONTH'S COVERS

• FRONT COVER: After nearly four years of blood and sweat comes this Navy grin of joy and triumph that means final victory. (Official U. S. Navy photograph.)

• AT LEFT: Near misses of American and British planes attached to the U. S. Third Fleet curtain the Japanese battleship Haruna hiding in the Kure area. A few moments earlier, Allied bombs badly damaged the big ship's superstructure. (Official U. S. Navy photograph.)

• BACK INSIDE COVER: Picture of the Month.

PASS THIS COPY ALONG

IT IS FOR 10 READERS

WHAT'S NEXT?

Navy Plans Call for Release of 1,500,000 to 2,500,000 Within 18 Months; Transfers to USN Now Being Accepted

THE fighting was over. After nearly four years the climax came abruptly in smashing victory. But it was not the end—it was only the beginning of peace, and the big question now took shape:

What's next?

The questions to be answered affected personally every man who had fought the war, the future Navy, the nation itself, and all the world. How—and especially *how soon*—would the men who had left peacetime ways now return to civilian life? How would the business of maintaining the peace begin and carry on? What kind of Navy would the maintenance of the peace require, and how would that Navy be developed? How would a nation geared to total war now revert to postwar living? This was only the skeleton of the body of questions—and they were all urgent.

For the U. S. Navy, the answer took the form of swift action to demobilize its huge wartime fighting force and to establish a peacetime fleet capable of carrying out its postwar responsibilities.

The action included these steps:

- A plan for releasing personnel was announced.
- Personnel Separation Centers were set up.
- The civil readjustment program was speeded.
- Preliminary work of determining the size and composition of the postwar Navy was under way.
- Procedures were set up to permit transfer of officers and enlisted men to regular Navy.

First step in the demobilization of personnel was the announcement of a plan to release 1,500,000 to 2,500,000 Navy men and women within the next year to 18 months (see p. 4). Programs for demobilizing personnel in the Marine Corps and the Coast Guard were likewise put into immediate operation.

As part of its demobilization program, the Navy established a series of Naval Personnel Separation Centers (see p. 5) and made plans to send all persons eligible for release to these centers.

Other Navy programs for assistance to personnel awaiting demobilization were expanded and expedited.

Already functioning as an integrated part of Demobilization, the Naval Civil Readjustment program established 6 Apr 1944 was set to aid personnel in making the readjustment to civilian life and in using Navy training and experience to get a better job (see p. 16).

The Educational Services Program, inaugurated in 1942, was already being expanded in order to help greater numbers better their educational qualifications while they await demobilization (see p. 32).

To men anxious to return to their civilian careers, the demobilization plan was the answer to the question of when they will be released: they will take their turn until, military commitments permitting, 2,500,000 are out by the end of 18 months. To some men who had thought the oft-repeated "duration and 6 months" meant 6 months from the date of enemy surrender, it was necessary to explain that the term had never meant that, but rather six months after the war is officially terminated by the President or Congress. Regardless of how much later that might make it legally possible to hold men in service, the Navy was already starting to get its men out as quickly as possible.

'AS A TEAM WE HAVE WORKED AND FOUGHT'

Fleet Admiral Ernest J. King, Commander in Chief of the U. S. Fleet and Chief of Naval Operations, congratulated all naval personnel on the victory over Japan and called upon them to rededicate their efforts to resolving the great problems of peace.

His message follows:

"The last day of final victory has at last arrived. Japan has surrendered. Her fleet, which once boasted it would drive us from the seas, has been destroyed. The United States naval services played a major role in this mighty triumph, therefore we observe this hour with a special pride and satisfaction in our achievements.

"Especially do we remember the debt we owe the thousands of our comrades of the Navy, Marine Corps and Coast Guard who are absent today because they gave their lives to reestablish a world in which free peoples might live. Our sympathies go out to their relatives and friends. At the same time, we extend thanks and appreciation to our companion services of the Army, and to the gallant Allies who fought beside us and to the millions of people on the home front who supported us with their labors and their prayers. It is as a team we have worked and fought to the victorious conclusion of the war.

"As we turn now from the vital tasks of war, I call upon all members of the naval services to rededicate their efforts with the same courage, devotion to duty and united spirit of the work of resolving the great problems of peace. Only by so doing can we fulfill our obligations in preserving the freedom which has been gained at such great cost and effort. I am proud to have served with everyone of you."

MERE FRACTION of our total fleet

The Postwar Navy

Final decision as to the size and structure of the peacetime Navy rests with Congress. There has been speculation, however, that the fleet should be divided into active and inactive status; that beween 25% and 30% of major warships be retained in a fully active fleet; that 50% be tied up as an inactive fleet, and the remaining 20% be scrapped as obsolete.

Under such a plan, the inactive portions of the fleet would include certain carriers and carrier task forces, bombardment forces, amphibious craft, mine forces, escort and antisubmarine forces and components for service force craft.

The inactive fleet further would be divided into two groups, one for the Atlantic and the other for the Pacific, and given permanent berths in the nation's western, eastern and Gulf Coast ports.

Emphasizing that "the size of our Navy cannot be static," Secretary Forrestal recently presented tentative plans for a postwar Navy to the Congressional Naval Affairs Committees. His presentation included a six-point formula for determining the naval forces it would be desirable to

is array of ships. Almost every type except BBs are here. National policy will determine their future.

have in active status at any time. Under this formula, the forces would be composed of:

(1) The minimum combatant naval craft required as our contingent to be contributed to the concert of international force.

(2) The minimum combatant naval craft (including that earmarked under the point above) required to afford effective combat superiority over the active naval forces that any other single power, or any combination of likely enemies, whichever is the larger, could bring to bear in the western part of the North or South Atlantic Oceans or anywhere in the Pacific Ocean, including, in each case, the approach thereto.

(3) The minimum additional combatant naval craft, if any, required to provide for such policing (apart from that cited in the first point) as the interests and commitments of the United States require.

(4) The minimum additional combatant naval craft, if any, required for local defense and sea frontier forces.

(5) The minimum additional combatant naval craft, if any required to provide for training and for the continuing developments of the art of naval warfare, including training in and development of the art of amphibious warfare in conjunction with the ground forces and triphibious warfare in conjunction with the ground and land-based air forces.

(6) The minimum auxiliary naval craft, including landing craft, required for the support of the foregoing combatant forces and of shore activities.

Personnel needed for the postwar Navy under such a system, according to estimates of Senator David Walsh, chairman of the Senate's Naval Affairs Committee, would total at least 500,000 officers and men.

Moves are already under way to obtain the personnel necessary for manning the post-war Navy.

One of these moves was the announcement last month of procedures whereby applications may be filed now for transfer to the regular Navy so that appointments can be made after Congress acts.

For details on procedures covering transfer to regular Navy:
Officers ..... Page 65
Enlisted Men ..... Page 67

The announcement invites reserve officers, temporary USN officers, enlisted reservists and inductees who are interested to make applications now through regular channels.

Procedures covering the transfer of officers are established in Alnavs 202, 206, and 207. Two directives, BuPers Circ. Ltrs 224 and 225 (NDB, 31 July, 45-911 and 912) provide for the transfer of enlisted men. (*See p.* 67.)

In addition, the Marine Corps and Coast Guard have announced that reserve officers may apply for transfer to the regular service (*see p. 69.*)

Present plans of the Navy contemplate maintaining major naval bases in the Pacific at Kodiak and Adak in Alaska; Balboa, C. Z.; Hawaii; Guam; Saipan; the Bonins and the Ryukyus and possibly other small islands.

Supporting bases, ranging from small "caretaker" installations to sizable ones, are planned for Galapagos Islands, Attu, Johnston Island, Midway, Wake, Samoa, Eniwetok, Kwajalein, Palau, Dutch Harbor, Palmyra, Canton Island, Majuro and Ulithi.

Making the Jap stronghold of Truk into a U. S. Navy base is also under consideration. This is the only one on the list not already in use as a U. S. Navy base.

NAVY DEMOBILIZATION STARTS

DETAILS of the Navy's plan to release personnel, as part of its demobilization plan, were outlined for all ships and stations last month in Alnav 196-45 (NDB, 15 Aug, 45-970) as amended by Alnavs 200, 205 and 210 (NDB, 31 August).

The new system replaces the "computed-age formula" release plan which was undertaken while the war was still on, but does not affect established procedures for discharges for special reasons.

The plan applies to all personnel of the Naval Reserve, to inductees, and to those in the regular Navy who are serving beyond the expiration of enlistment.

Briefly, there is established a formula which, first, gives credit for age, length of service and dependency, and, second, sets "critical scores" that represent the minimum number of points required for release. (For answers to specific questions see p. 70.)

The points or credits are computed as follows:

(1) You rate ½ point for each year of age, computed to your nearest birthday.

(2) You rate ½ point for each full month you have been on active duty since 1 Sept 1939. You may count *all active service* you have had as an enlisted man or woman, officer candidate, warrant officer or commissioned officer in the armed services of *any* of the United Nations after 1 Sept 1939. You may also include American Field Service while serving with any of the same armed services.

(3) You rate 10 points for a state of dependency which was in existence as of 14 Aug 1945.

If it proves administratively feasible, it is also intended that points be allowed for sea and foreign duty, but such a change would not affect the points allowed for other factors or raise the "critical score."

To be eligible for release, personnel in the Navy must have the following minimum number of points or critical score:

Male enlisted personnel	44
Female enlisted personnel	29
Male commissioned or warrant officers	49
Female commissioned or warrant officers	35

Under the Navy's system of demobilization, 327,000 personnel will be released by 15 December, and by next August more than 600,000 additional will have qualified for separation under the present "critical score."

However, it is the Navy's intention, subject to military commitments, to discharge or release to inactive duty upwards of 2,500,000 personnel within the next 18 months. To provide for this, a systematic reduction of minimum points is contemplated as separation centers are expanded and routine stepped up.

A Marine Corps demobilization plan was announced by SecNav on 15 Aug 1945, following in general the Army's discharge point plan (*for details see p. 72*). The Coast Guard announced by AlCoast 63-45 a demobilization plan similar to the Navy's (*see p. 73*).

'ALL HANDS MAY TAKE PRIDE'

Secretary of the Navy Forrestal addressed the following message to all personnel of the Navy, Marine Corps and Coast Guard following announcement of the Japanese surrender:

"All hands of the United States Navy, Marine Corps and Coast Guard may take satisfaction in the conclusion of the war against Japan and pride in the part played by them in accomplishing that result.

"The demobilization of the armed forces of the United States and the return to conditions of peace will create problems taxing patience and control almost as great as the tensions of war. I ask that the discipline which has served so well to bring this democracy through hours of great crisis be maintained to the end that nothing shall mar the record of accomplishment and glory that now belongs to the Navy, Marine Corps and Coast Guard."

SEPARATION CENTERS OPERATING

NAVAL Separation Centers began large scale operations last month as the Navy's demobilization program got under way.

Starting with the centers at Lido Beach, Long Island, and Navy Pier, Chicago, as a nucleus, 23 other centers, including five for the Women's Reserve, are being put in operation throughout the country to handle the tremendous flow of naval personnel back to civilian life. The two original centers had been in operation some time on an experimental basis prior to the surrender of Japan.

Before coming to the center, a man who is eligible for discharge will have opportunity to learn of his rights and benefits as a veteran regardless of how far removed he is from home shores.

This information will be made available to him aboard ship, at shore station staging areas and at receiving stations through Civil Readjustment officers, Educational Services officers and other officers connected with the Civil Readjustment program.

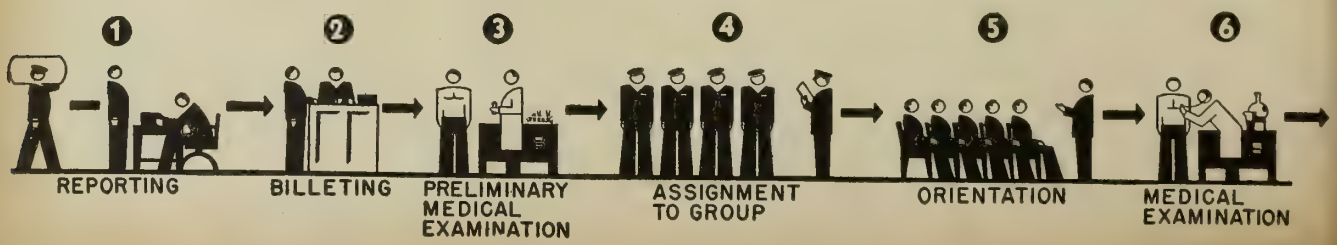
When the prospective dischargee arrives at the center he is first given a complete final medical examination. This is particularly important because of service-caused disabilities which might necessitate a pension at some future date.

To avoid confusion it is contemplated that the men as they arrive will be separated into groups of approximately 25 men with petty officers in charge. It will be the duty of these specially trained petty officers to see that the welfare of the men is maintained at a high level as regards billeting, messing, and the recreational facilities to be made available at the centers.

The man who completes his separation will receive such of the following as suit his individual case: a certificate of discharge, a notice of separation, a certificate of satisfactory service, a description of his Navy rating in terms of the nearest comparable civilian occupations, an honorable service lapel button, an honorable discharge button, and a list of the people in his community related to his desired civilian job. Official notices of separation will also be mailed to former employers of veterans. (For separation process, see chart below.)

He receives all of his accumulated service pay, and the first $100 of his mustering-out pay if he is eligible. He is given complete information concerning rights and benefits, and his civilian readjustment problems are discussed at length in an individual interview.

Readjustment officers cannot of course map out anyone's future civilian life. But they can provide him



Official U. S. Navy photograph

OFF THE SHIP and rollin' home for keeps is now the destination of hundreds of thousands of bluejackets. First stop will be separation centers set up by Navy to speed demobilization. Exact Navy size will be determined by Congress.

with sufficient informational tools to help him make his own decisions, if he has not already made them.

Whether his personal problems concern employment or schooling or family, each man will have opportunity to talk them over with a Navy interviewer, who may be an officer or an enlisted man.

Should the interview reveal need for more specialized information the dischargee will be referred to one or more of nine Navy and civilian consultants who will be available at each Separation Center. They include: a chaplain, an Educational Services officer, a Benefits and Insurance officer, and a Legal Assistance officer. The other five will be from these civilian agencies: the Veterans Administration, the American Red Cross, the U. S. Employment Service, the U. S. Civil Service Commission and the Selective Service Administration.

The Veterans Administration representative gives such assistance as may be indicated with respect to benefits and claims.

The Red Cross will advise largely on personal matters, especially, those demanding immediate attention.

U. S. Employment Service and Civil Service Commission representatives will give information on job opportunities and veterans' rights.

The Selective Service representative advises the veteran on his reemployment rights.

After consulting with any or all of these representatives the dischargee returns to his original general interviewer for a final talk. And then he should be on his way. His entire stay at the center should have been no more than three days, and when the separation process swings into high gear the time should be even shorter than that.

The Civil Readjustment Program for Wave enlisted personnel and for all officers will be comparable to that for enlisted personnel, though differing in some details.

The Civil Readjustment Program was established by the Navy 6 Apr 1944, and officers were appointed to coordinate discharge procedures in the naval districts. In June of this year classes started at Great Lakes to train officers and men for the program.

Every effort will be made to send the dischargee to the Separation Center nearest his home in order to reduce travel and make the least possible hardship for him.

Nor will the man be cast entirely adrift after he has been separated and returned home. For the District Civil Readjustment Officer nearest to his home will write to him shortly after his return to offer help in future matters pertaining to the Navy which may arise.

Locations of the Naval Separation Centers are:

(1) For enlisted men: Bainbridge, Md.; Boston, Mass.; Camp Wallace, Tex.; Charleston, S. C.; Great Lakes, Ill.; Jacksonville, Fla.; Lido Beach, Long Island, N. Y.; New York, N. Y.; Los Angeles, Calif.; Memphis, Tenn.; Minneapolis, Minn.; New Orleans, La.; Norfolk, Va.; Norman, Okla.; St. Louis, Mo.; Sampson, N. Y.; San Francisco, Calif.; Seattle, Wash.; and Toledo, Ohio.

(2) For Waves—officers and enlisted women: New York, N. Y.; Chicago, Ill.; Memphis, Tenn.; San Francisco, Calif.; and Washington, D. C.

(3) For male officers: Boston, Mass.; New York City; Philadelphia, Pa.; Norfolk, Va.; Los Angeles, Calif.; Seattle, Wash.; Washington, D. C.; Charleston, S. C.; Jacksonville, Fla.; New Orleans, La.; Memphis, Tenn.; Camp Wallace, Tex.; Great Lakes, Ill.; and Camp Shoemaker, San Francisco. Calif.

FINAL

Allies Force Jap Surrender As Atomic Bombs Blast Two Cities and Russia Joins War

AT 1900 EWT on 14 August the long vigil of the world's peoples—weary of years of war—ended with President Truman's statement:

"I have received this afternoon a message from the Japanese government in reply to the message forwarded to that government by the Secretary of State on August 11. I deem this reply a full acceptance of the Potsdam declaration, which specifies unconditional surrender of Japan. . . . There is no qualification. . . .

"Meantime, the Allied armed forces have been ordered to suspend offensive action. . . ."

His announcement, made simultaneously with that of Prime Minister Attlee, was flashed all over the world by radio. It started the wildest celebration in history, everywhere except in Japan. There, Emperor Hirohito broadcast an imperial rescript telling his people that he had decided to surrender.

"Should we continue to fight," said Hirohito, "it would not only result in an ultimate collapse and obliteration of the Japanese nation, but also it would lead to the total extinction of human civilization."

Premier Suzuki, in a speech following the Emperor's, laid the surrender to "the atom bomb and the entering of the Soviets into the war."

Said Japan's Domei news agency in a broadcast: "Tears flow unchecked. How can the people raise their heads? With cries of 'Forgive us, oh Emperor! Our efforts were not enough,' the heads bow lower and lower as the tears flow unchecked."

In high Japanese government circles the sorrow must have been greater. War Minister Gen. Korechika Anami committed suicide. So did Vice Admiral Takijiro Onishi, vice chief of the Navy general staff and founder of the "Kamikaze" suicide-attack corps. Hirohito must suffer the shame and degradation—according to the Yamato code—of submitting to the orders of General of the Army MacArthur, designated by President Truman as Supreme Commander. And Gen. MacArthur made it clear he would tolerate no nonsense.

What Japan Faced

Even had the atomic weapon and Russia's entry not meant the enemy's immediate surrender, the great Allied land, air and sea forces massed against the Japs eventually would have forced the enemy to accede to unconditional surrender demands or face annihilation. The power:

- The atomic bomb constantly threatening the obliteration of every city of Nippon;
- Search planes, medium and heavy

FIRST ATOMIC BOMB sends smoke billowing high above Hiroshima.

VICTORY IS OURS!

bombers chopping merchant shipping to kindling;

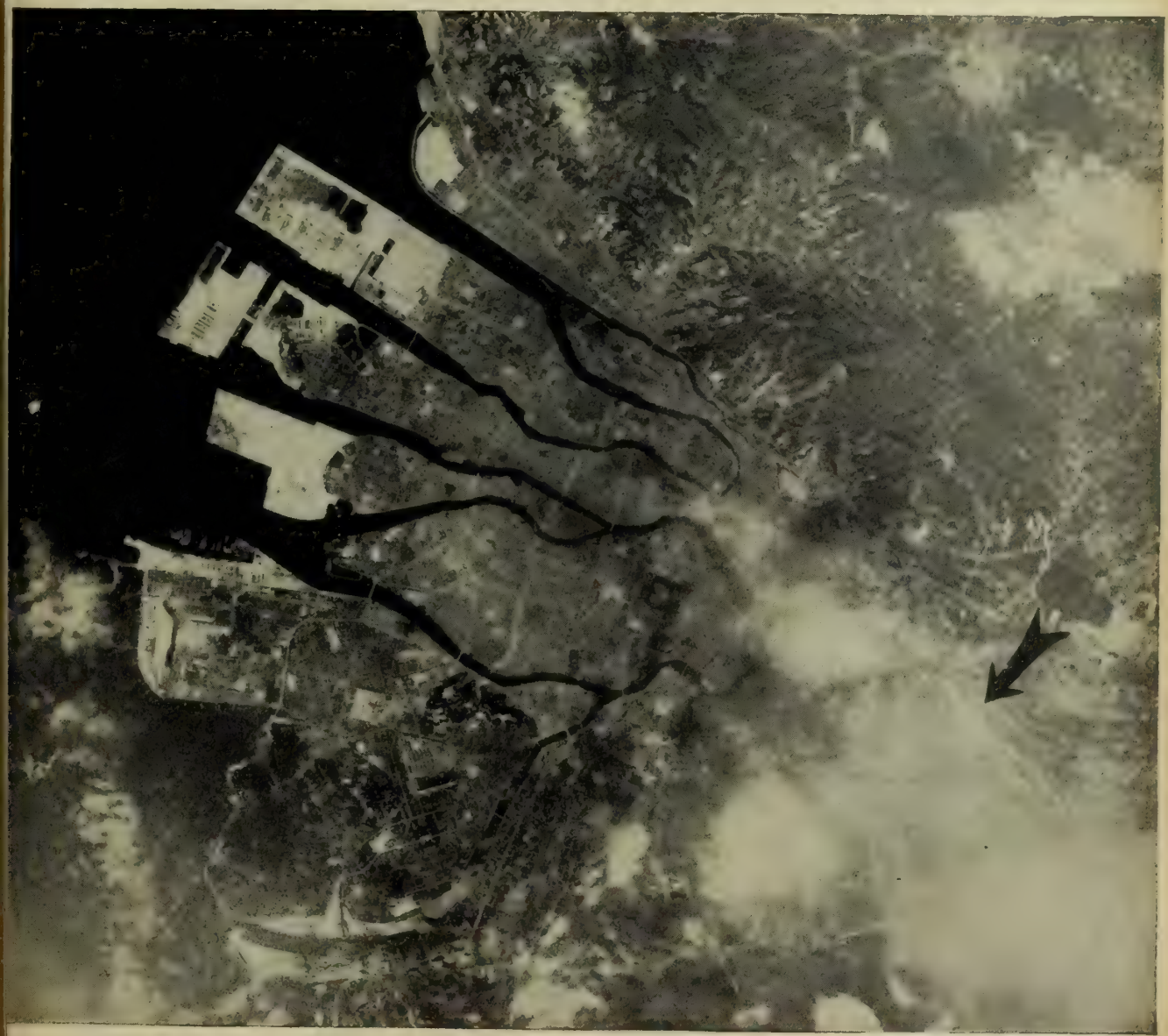
- Vast fleets of Superfortresses scorching and blasting war plants and military objectives by the score;
- Carrier aircraft pounding airfields and installations at will and destroying the remnants of the Jap Fleet;
- Massed Fleet guns hammering important coastal targets;
- A mine and Fleet blockade that surrounded the home islands and held imports of war materials to less than a trickle;
- Swiftly growing Allied land forces in the Ryukyus and the Philippines;
- A new and powerful enemy—the mighty Russian Army—ripping open the crack Jap Manchurian armies.

Japan wisely elected to quit.

It was a far cry from early 1942 when a mutilated American Fleet faced a rampaging Jap military machine. But that Fleet first checked the enemy at Coral Sea and Midway, then tightened its lines of offense with supporting landings and bitter battles in the Solomons, followed by the great sweep up through the Marshalls, the Gilberts, the Marianas and the Philippines. With home-front production supplying on an unprecedented scale the air and surface might to tackle the best the Japs had to offer, the Allied forces stepped up the tempo and smashed island after island until, in the fading days of 1944, the Jap homeland began to writhe under the whiplash of death and destruction and the shadow of inevitable doom to come. The bitter battles that won the Marianas, Iwo Jima and Okinawa also decided the end of Japan.

Russia declared war on Japan 9 August, just 90 days after the end of the war against Germany. Quickly her forces shot spearheads into Manchuria, Korea and the southern half of Sakhalin (see p. 41). Arrangements for her entry were completed at the Potsdam Big-Three conference in what was described as the first application of United Nations peace machinery. For the Japs, the mobilization of the big Russian forces against her came as a staggering blow three days after the atomic bomb rocked her tottering empire.

Only twice was the horrible new atomic bomb dropped—on Hiroshima and Nagasaki. The incredible devastation resulting from the bomb's explosion undoubtedly helped bring about Japan's decision to surrender.



Official U. S. Army Air Forces photographs

DAY AFTER ATOMIC BOMB dropped, Hiroshima looked like this. Three-fifths of city was blasted out of this world. Arrows above and on opposite page mark same spot. Second bomb was dropped on Nagasaki, leveled a square mile.

IN DEFIANCE of seemingly helpless foe, a Navy battleship during closing days of war steams up to shoreline of Jap home islands to systematically demolish steel plants and other installations with fire power of its heavy guns.

The Atomic Bomb Hits

Early reports from Tokyo said practically all living things in Hiroshima were destroyed beyond recognition by the heat and pressure of the blast. Army reconnaissance photographs substantiated the statement, clearly showing that 60% of Hiroshima's total built-up area of 6.9 square miles was completely destroyed—a total of 4.1 square miles wiped out. Extensive damage was caused to those sections of the city not completely destroyed.

Enemy reports said the bomb was dropped by parachute and that it exploded in the air above the city. The resulting explosion and fires swept across rivers and firebreaks and, according to the crew of the Superfortress "Enola Gay," which dropped the first bomb, sent a tower of smoke seething 40,000 feet into the air. "My God," was their reaction.

Capt. William S. Parsons, USN, veteran Navy ordnance expert who participated in the development and design of the bomb, went on the first mission as a self-described "weaponeer." Said the Captain:

"When the bomb dropped we put as much distance between ourselves and the ball of fire as we could. In our desert experiments at about dawn there had been a blinding flash when the first one exploded, but yesterday, in the bright sunlight, the flash was not so great.

"I heaved a sigh of relief because I knew the bomb was a success. We felt the first concussion about one minute after the bomb hit, and within another minute or two a great black cloud of boiling dust and churning debris was 1,000 feet off the ground and about it while smoke climbed like a mushroom to 20,000 feet. A few fires were visible around the edges of the smoke but we could see nothing of the city except the dock area, where buildings were falling down."

Gen. Carl A. Spaatz, chief of the U. S. Army Strategic Air Force, offered no prospect of relief for the Japs, announcing that more B-29s were ready to follow the first one in atomic-bombing other Nip cities. He also disclosed a leaflet campaign informing the Jap people that Hiroshima had been bombed with the revolutionary weapon and that more could be expected.

The Second Bomb

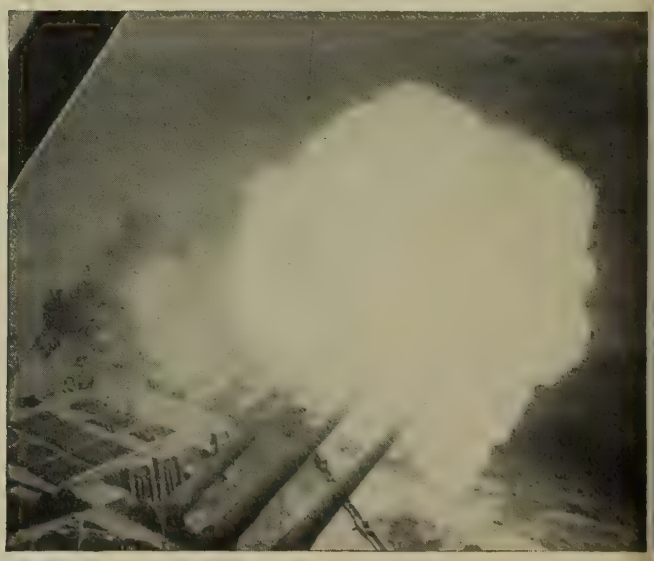
Three days later the second strike came. At Nagasaki, important seaport with a prewar population of 253,000, a new bomb which, officials said, made the first bomb already obsolete, wiped out almost one square mile of Nagasaki's 3.3 square miles of built-up area. It is believed the bomb scored a direct hit in the heart of the great Mitsubishi steel works, hurling a column of boiling smoke—containing debris—into the air.

Late in the month, while formal peace terms were being negotiated, Japan gave a detailed report on the effect of the bombs—70,000 persons killed outright, 120,000 wounded, 290,000 made homeless and an unknown number missing.

The Tokyo broadcast also quoted a man identified as a scientist assigned to survey the damage. He described the flash and pressure of the concussion as "extremely powerful," and added that "there are about 10 minutes between the time houses are destroyed and the time they first catch fire."

"Since the explosive pressure is cir-

SHELLS like this 2,400-pounder, pouring from 16-inch guns, helped pulverize virtually undefended Jap coast.



FLAME AND SMOKE belch from muzzles of Allied warship as "sacred soil" of Japanese is shelled at close range.

BOMB HITS near stern of Japanese battleship of Ise class, hiding in Kure area, Honshu, as American sea and air units blistered Nips' home islands. Netting camouflages ship which enemy still did not order into action in war's final days.

cular," he said, "it is ineffective to seek shelter behind any object, although the effect is somewhat weaker than from the front." There also was a difference as to the severity of burns sustained. "The side directly confronting the bomb is serious, while the opposite side is much lighter."

He added that "anything black absorbed the heat more than white. And it left black stains on white clothing. From five to 10 minutes after the atomic bomb exploded, a black shower was apparent."

President Truman, who first announced the use of the bomb while returning to the United States aboard the cruiser USS *Augusta*, said the weapon marked the entry of the world into the "age of atomic energy." Simultaneous announcements at the White House and by the War Department disclosed that the bomb possesses more power than 20,000 tons of TNT, a destructive force equal to the bomb load of 2,000 Superfortresses, and more than 2,000 times the blast power of the world's most devastating bomb, Britain's 11-ton "Grand Slam." The explosive charge, however, is "exceedingly small." (For story of atomic bomb's development, see p. 44.)

New Weapons

On 9 August, when President Truman reported to the nation on the Big Three conference in Berlin, he stated:

"The Japs will soon learn some of the other military secrets agreed upon at Berlin. They will learn them first hand—and they will not like them."

What the President was talking about was disclosed later by General of the Army Arnold, chief of the Army Air Forces. These included radio-steered bombs with a 3,000-mile range which could pin-point targets by heat, light and metal reactions, and a new super-bomber "considerably better" than the B-29, faster, with two or three times its range.

The Russians were tremendously important in the final scheme of victory. In a few action-packed days the tank-tipped Red spearheads lunged 150 miles into the heart of Manchuria, heading for Harbin, vital railway and military center, while crack Russian Marines invaded Korea and other troops made amphibious landings on the southern (Jap) half of Sakhalin.

Even as peace came to the world Admiral William F. Halsey's mighty 3d Fleet was standing off Honshu's shores ready to launch another smashing 1,000-plane carrier strike like previous attacks that had destroyed hundreds of enemy planes on battered enemy airfields. Only the day before the fleet's planes had hammered the Tokyo area with rockets, bombs and machine-gun slugs.

The 3d Fleet was one of the most potent weapons of the war. One of the final CincPoa communiques listed its ships as follows:

Eight battleships, 16 aircraft carriers, 19 cruisers and 63 destroyers, in addition to these British vessels: one battleship, four aircraft carriers, six cruisers and 18 destroyers.

All around Japan—and the remnants of her empire—the greatest blockade in history slashed her supply lines to sources of raw material and food. Mines by the hundreds—laid by submarine, surface craft and Superfortresses—cluttered the approaches to the four main islands and even disrupted traffic in the Inland Sea. Navy, Marine Corps and Army planes of every type haunted merchant shipping night and day. The Japanese Navy could do nothing to prevent these ever-increasing forays for it was almost nonexistent.

HAMMER BLOWS of U. S. carrier based planes rock Jap cruiser of Tone class during assault on Kure naval base.

TRAPPED by Allied naval air fleet, Jap cruiser Oyodo lies on side after vain dash for safety in Kure area.

THE ROAD BACK

Vicious Hard-Slugging Battles Mark Victorious Drive From Solomons Across 3,500 Miles to Shores of Honshu

JAPANESE seapower—that once powerful force which threatened at one time to control the Pacific—today is little more than a small number of shattered hulks lying on the ocean's bottom along the Allies' trail of reconquest. Only a few score ships camouflaged and hidden for safety remain. If the locations of every sunken ship of the Jap Navy (see below) were marked with buoys, the road to Tokyo would be clearly defined—from the Solomons 3,500 miles to the shores of Honshu.

Drive to Victory

It was in the Solomons that the Allied forces began their first major offensive in the long drive to victory.

There had been vicious, hard-slugging sea battles before—in Makassar Strait, off Rabaul, in the Java Sea, in the Coral Sea and at Midway. But these had been defensive in character, with generally outnumbered and outgunned U. S., Australian and Dutch forces fighting heroically to halt farther Jap aggression.

The real comeback started on 7 Aug 1942 when the 1st Marine Division landed on Guadalcanal. And the Navy, for the next year, protected that landing with vicious combat in nine major surface actions—Savo Island, Eastern Solomons, Cape Esperance, Santa Cruz, Guadalcanal, Tassafaronga, first and second battles of Kula Gulf and Vella Gulf.

Change in Strategy

That period marked the change in Allied strategy from a distinctly defensive phase to one of offensive-defensive, protecting and strengthening vital bases and preparing for the strictly offensive phase to come. The period ended with the recapture of the Aleutians in the North Pacific—Kiska and Attu.

American forces had been pouring into Australia and the full-fledged offensive began, up the ladder of the Solomons into New Guinea under General of the Army MacArthur's command. But the major offensive which was to hack deep into Jap-controlled ocean areas was the Navy's at sea and in the air and the Marines' on land. And at every stage of the game it was Navy air power that provided the necessary air coverage for each step until the areas were secure and air strips made available.

From the Gilberts to Guam

Up through the Gilberts—and the bloody battle of Tarawa—and on into the Marshalls swept the now potent American spearheads. Across thousands of miles of sea, feinting, softening, crashing ashore, they moved to the Marianas, the greatest strategic victory up to that time and one that was never to lose its importance.

Guam, Saipan and Tinian—won at bitter cost—provided the Navy with bases for supply and the Army with bases for B-29s. From there the Navy carried the assault to the Philippines, nullifying the Jap air force there and paving the way for the MacArthur-men to land. It was there, too, in the Philippines, that the Navy won the greatest sea fight of the war—the Battle for Leyte Gulf—and contributed more to the eventual ineffectiveness of the enemy's naval power than in any other series of actions.

Iwo Pays Off

The tidal wave that was engulfing Japan's early conquests changed its course again and swept, this time, up to the doorstep of the homeland. A tiny chunk of rock and ash was the arena for one of the bloodiest battles of the war. The Marines with Fleet support conquered Iwo Jima at terrible cost but their valor later saved the lives of thousands of flying men when Iwo became an emergency landing place for distressed B-29s.

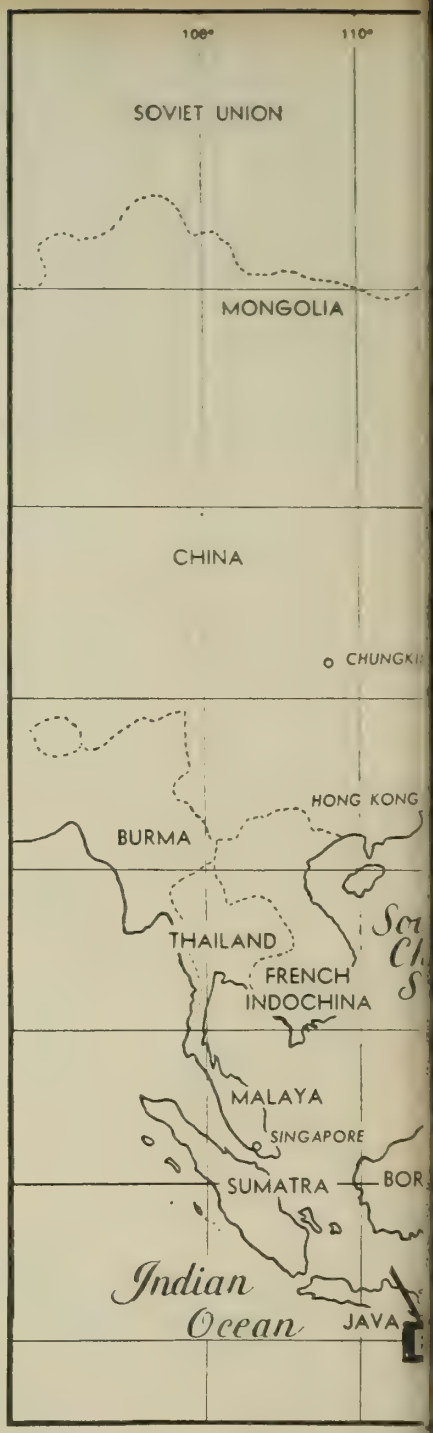
Okinawa—only 330 miles south of Kyushu—came next. Again the Navy bore a heavy share of the fighting and achieved spectacular successes during the early days of the campaign in landing marines and soldiers and sufficient supplies. Throughout the campaign, continuing support was given to the marines and army forces which fought one of the bloodiest battles of the Pacific to conquer the stubborn Jap land forces. It was at Okinawa that the Navy suffered the greatest losses in its history—from the enemy's fanatic Kamikaze planes—but Okinawa was needed in the strategy which was pushing Allied powers right down the Jap throat, and which with the atomic bomb and the Russian entry as specifics forced the final surrender.

Jap Fleet Cut to Ribbons

U. S. forces whittled Japan's estimated 382-combat-ship Navy down to a bare 55 vessels during the war in the Pacific, figures made public by Fleet Admiral Nimitz disclosed last month. Most of the remaining vessels were destroyers or submarines, with Japan's battle-line strength almost completely shattered. A breakdown of estimated losses follows:

Battleships: All 12 Jap BBs—10 pre-war and two 45,000-tonners completed since 1941—out of action. Two were sunk in 1942, four in 1944 and five in 1945. Only the damaged and crewless *Nagato* is still afloat.

Carriers: Japs started war with nine large carriers, added six to eight later, for a total of 15 to 17. Two are left, both damaged. Eleven out of 13 light carriers were also lost.

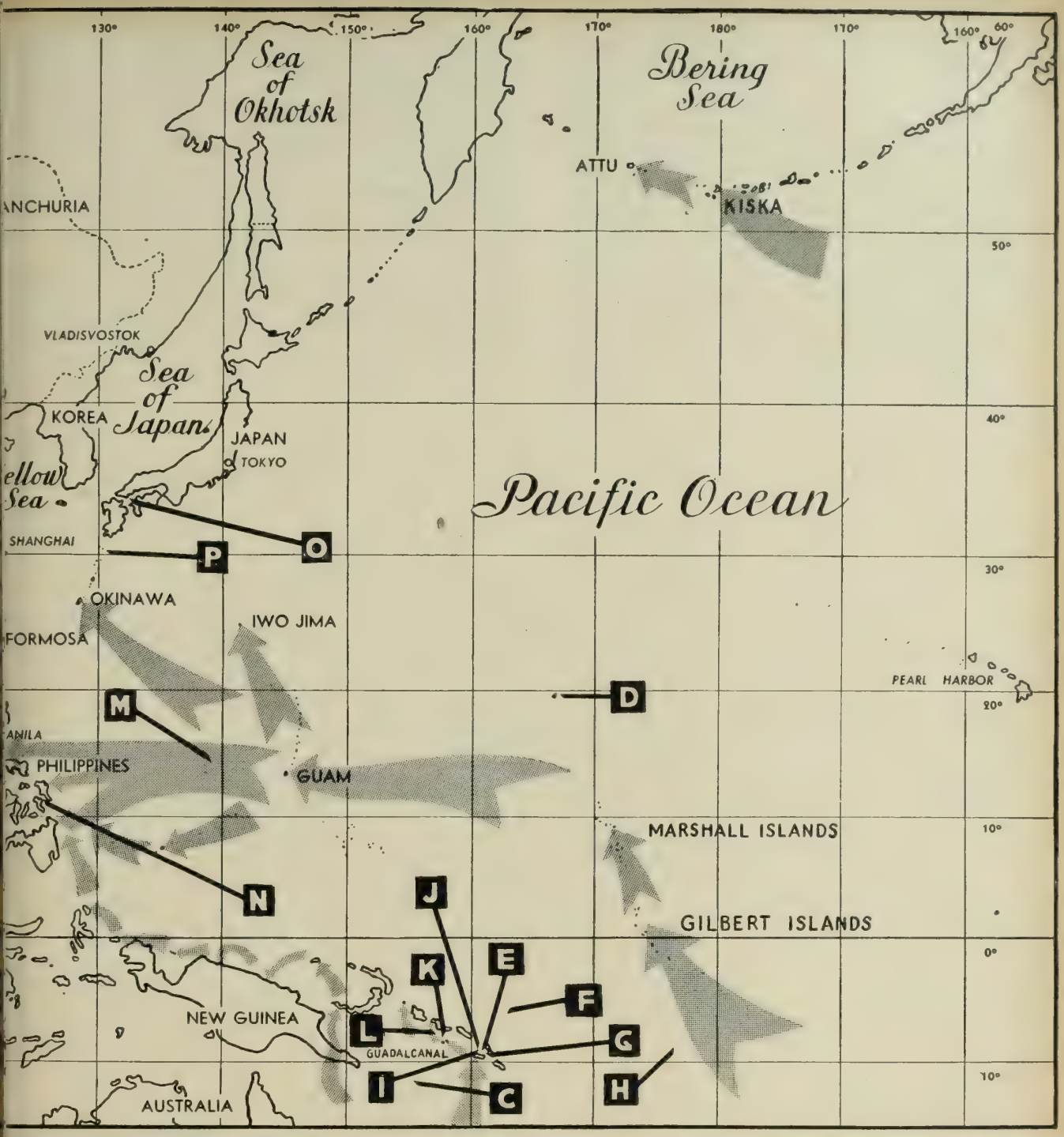


Heavy cruisers: All but two of the 19 with which Japan opened the war have been sunk. Those two are both heavily damaged.

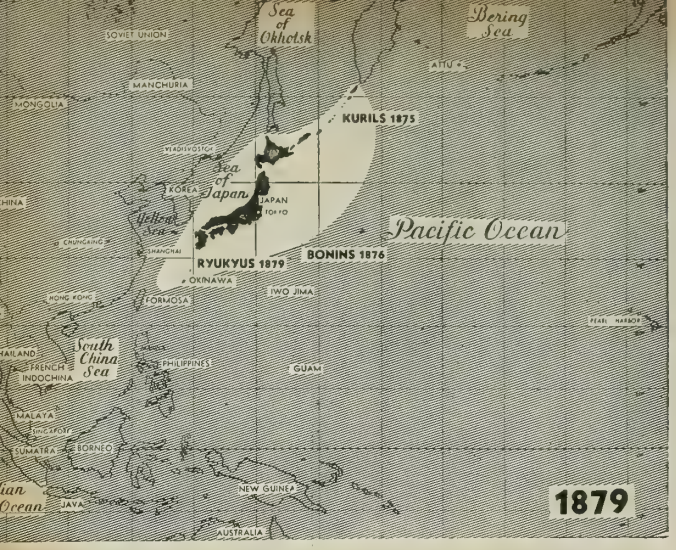
Light cruisers: Of the 24 with which Japan started the war, plus four or five built during the war, not more than two remain, both decommissioned.

Destroyers: Seventy or 80 have been built since the war started, to add to her original 165. Only 26 remain.

Submarines: Starting with 140, the Japs built an additional 100. They have 22 left, six of them German U-boats.



THE ROAD TO VICTORY in the Pacific began deep in the Solomons when the Japs seriously threatened to cut off Australia as the only major supply base available to the Allies. Arrows on the map depict the advances of General of the Army MacArthur's troops after marines landed on Guadalcanal. The Southwest Pacific island-hopping campaign carried the Allies through the Solomons to New Guinea and on to Morotai in the Halmaheras which provided one springboard for the invasion of the Philippines. The end of the North Pacific land fighting came with the recapture of Attu and Kiska. Arrows sweeping up from the South Pacific indicate the path of the U. S. Navy's advance through the Gilberts, the Marshalls and eventually the Marianas. From Guam, Saipan and Tinian the Navy struck at the Palaus to establish another springboard and then at the heart of the Philippines at Leyte-Samar. Final major naval campaigns were those of Iwo Jima and the Ryukyus. Letters on the map indicate major naval engagements of the war, listed here chronologically: A—Makassar Strait (24 Jan 1942); B—Java Sea (27 Feb 1942); C—Coral Sea (7-8 May 1942); D—Midway (3-6 June 1942); E—Savo Island (9 Aug 1942); F—Eastern Solomons (23-25 Aug 1942); G—Cape Esperance (11-12 Oct 1942); H—Santa Cruz (26 Oct 1942); I—Guadalcanal (13-14-15 Nov 1942); J—Tassafaronga (30 Nov 1942); K—1st and 2d Battles of Kula Gulf (6 and 13 July 1943); L—Vella Gulf (6 Aug 1943); M—Marianas Turkey Shoot and Philippine Sea (19-20 June 1944); N—Leyte Gulf (23-26 Oct 1944); O—Yamato strike (7 Apr 1945); P—Inland Sea air strikes (24-25 and 28 July 1945). U. S. Navy forces also landed Australian troops at three points on Borneo.



★ *FINAL VICTORY!*

BLUEPRINT THAT FAILED

Allied Guns and Bombs Blast to Shreds Japanese Plans For Domination of East Asia and Eventually the World

HITLER has his "New Order" . . . Japan had her benevolent-sounding "Greater East Asia Co-Prosperity Sphere."

Hitler had his "Mein Kampf" . . . Japan had her "Tanaka Memorial."

This latter document did not define Japan's territorial ambitions as clearly as did Hitler's volume, but it was a blueprint of world conquest. Authored in 1927 by ex-Premier Baron Giichi Tanaka, it was supplemented in 1931 by Gen. Shigeru Honjo's suggestions to the Japanese war minister that:

"With such wealth and resources (Manchuria, Mongolia and China) at our disposal, we would then be in a position to drive away the United States to the east of Pearl Harbor and Great Britain to the west of Singapore and to hold supreme power on the Pacific . . . while all the islands constituting the South Sea Archipelago . . . Australia, New Zealand, etc., would be within easy grasp . . . conquer the whole continent of Asia . . . subjugate the whole continent of Europe . . . [and] Africa by force."

Big talk. Tough talk. But not novel talk for a Jap war lord. Honjo's predecessors had been saying things along those lines practically ever since Commodore Perry pried the lid off the hermit islands in 1853. By 1868 a militaristic clique had gained control and from then until 14 Aug 1945 every move every Jap ever made was intended to bring the world under Japanese domination. "A War Atlas for Americans," published for the Council of Books in Wartime, tells us:

"It was possible . . . to whip a feudal state into a predatory empire because the Japanese people were thoroughly indoctrinated with obedience. Narrow Shintoism—the worship by the Japanese of themselves as a divine race—was easily converted to a racial cult which set the Japanese above all other humans . . . Rule of the world by the Japanese is a racial obligation, willed and destined to the Japanese by the Sun Goddess."

The Japs planned shrewdly. Each territorial gain paved the way for the next. Each provided new resources, new slaves to make the next possible.

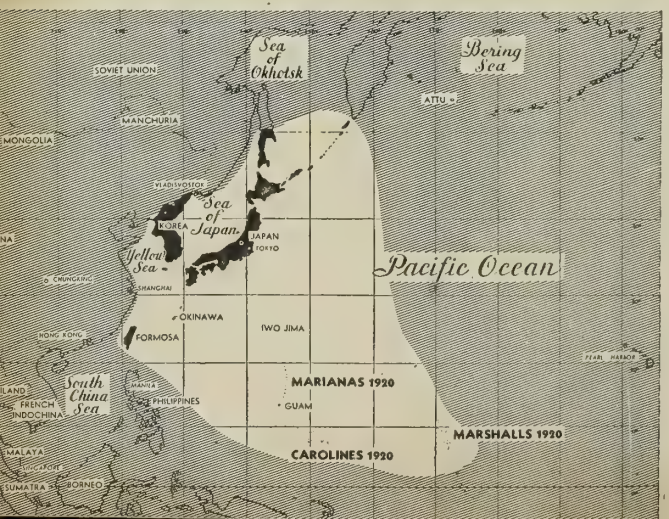
The first move (see 1879 chart) saw them acquire the Kuril Islands by diplomacy in 1875. The following year they laid claim to the Bonins. Three years later they took the Ryukyu chain, which includes Okinawa, bloody scene of this war's last major battleground.

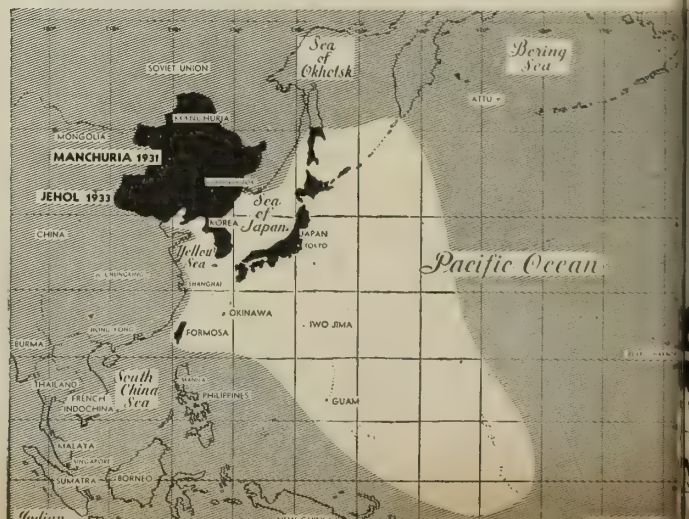
Careful not to arouse suspicion of her long-range ideas of world domination, Japan waited patiently for 12 years before making her next grab. Then (see 1899 chart) she took over the Pescadores and later Marcus Island. Fattened by these acquisitions, she sneered at the moribund Chinese Empire and seized Formosa in 1895.

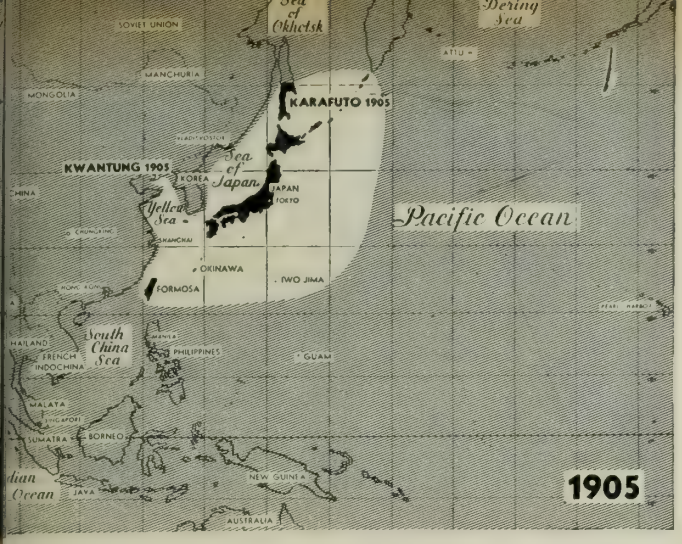
With the turn into the 20th century, the covetous Japs flexed their muscles and felt they were tough enough to go after bigger game. Treacherously, they struck in 1905 (see 1905 chart) at Czarist Russia, won a quick victory, gained one-half of ore-rich Sakhalin island and a foothold in Manchuria. The festering Empire had spread to the Asiatic continent. She was quick to increase her holdings: in 1910, Korea was arbitrarily annexed.

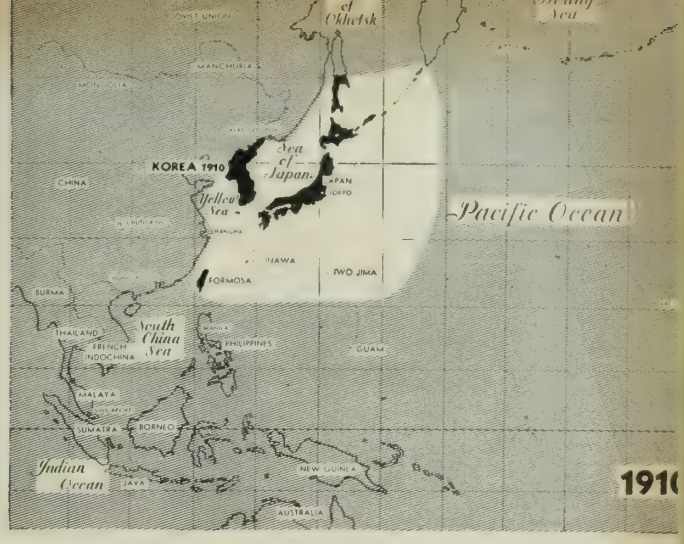
All this time, America saw no menace of dark days to come. To those few Americans who bothered to learn of the existence of the little Sons of Nippon, Japanese were quaint folk who turned out dainty silk things . . . not murderous little plotters of world conquest.

When World War I broke out in 1914, the Japs swooped gleefully into









German-leased Shantung in China. The following year they flung their infamous "Twenty-One Demands" at China, intending to reduce the latter to a weak protectorate. Soon after, when Russia was torn by revolution, the Japs dashed to Vladivostok, hoping to take over Siberia. Local resistance and outside pressure postponed these enterprises.

But the Japs didn't come out of World War I without some choice plums. Unsuspecting, the Allies allowed her to pick off the Carolines, Marianas and Marshall Islands (see 1920 chart). Right away, despite signed agreements, the Jap war lords started creating little Gibraltars on each island.

By now, the U. S. could see the course Japan had laid out. Our statesmen moved to stabilize the Far East by treaties. The Washington Disarmament Conference limited battleships; in the Four-Power Pact, England, France, Japan and the U. S. agreed to respect each other's island possessions and to consult in case of trouble; and in the Nine-Power Pact all nations with Far East possessions guaranteed the territorial integrity of China and an "Open Door" for trade. Japan signed each with her tongue in her cheek. Her militarists were twiddling their thumbs, waiting for the right time to strike again. First, they had to purge those who might favor cooperation with the Western Powers. In 1930, Premier Hamguchi, who had signed a pact to limit cruisers and destroyers in a ratio inferior to the battleship agreement, was assassinated. One by one others who opposed the militarists were liquidated.

The warlords now were ready to start their big push. Their eyes were set on Manchuria, rich with raw materials and the gateway to Siberia and China's five richest provinces. And so it was that on 18 Sept 1931 Jap drums rolled, Jap guns crackled and Jap soldiers marched into Manchuria (see 1933 chart). Excuse given was that Chinese bandits had dynamited the South Manchurian Railway at Mukden. Here was the first act of fascist aggression—the first of a series that was to culminate in World War II.

The Western Powers, sunk in the world's worst depression, had too many domestic problems to make an effectual issue of the "Manchurian incident." Emboldened, the Japs two years later took Jehol, which became part of the puppet state of Manchukuo.

Next stop on her timetable of tyranny was north China. The peaceloving Nips reported that the cruel, aggressive Chinese had attacked Marco Polo Bridge on 7 July 1937. Immediately, large Jap forces struck back. Within two years they cut off China from outside aid, except for a thin trickle of supplies sweated along the Burma Road. As Germany's armies swept over Europe, the Japs tightened their stranglehold. They drove into French Indochina and, by early '41, dominated one-quarter of China and ruled half the population. They began to wave their fists.

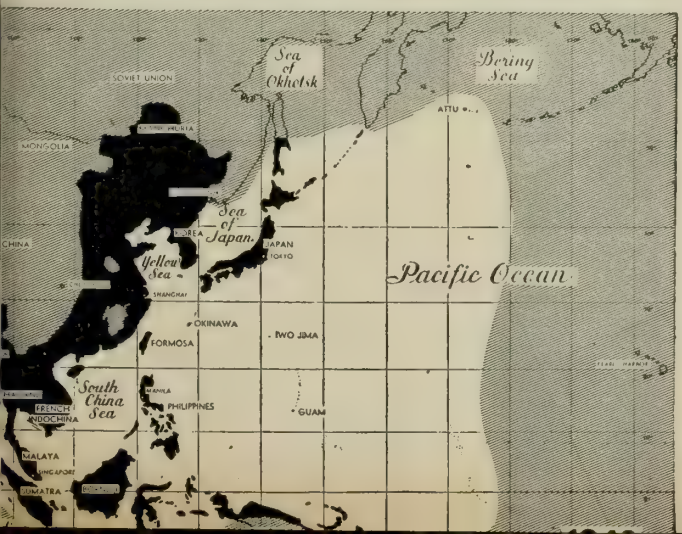
Since '31, the U.S. had protested Jap aggression, yet had supplied the necessary materials. At first, Americans favored a hands-off policy. As late as January 1938, a poll indicated 70% wanted our forces withdrawn from China. But Chinese gallantry and Jap brutality changed U. S. opinion. And in July 1939, the President banned shipment of aviation gasoline to Japan and put export of oil and scrap under government license. In turn, aid to China was increased.

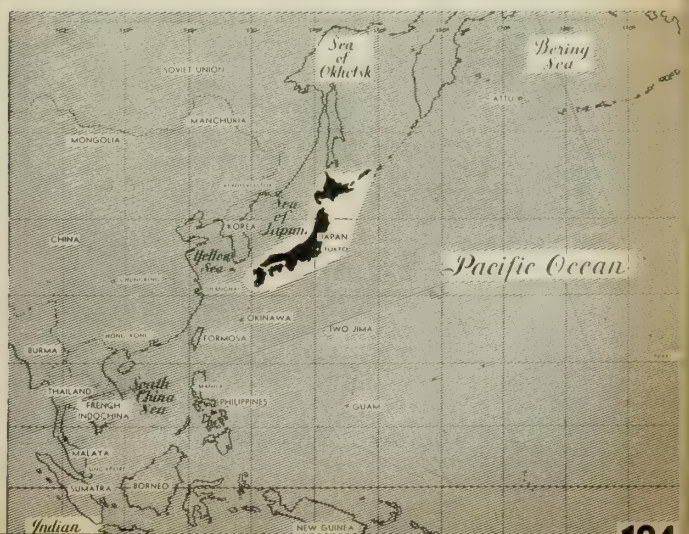
Japan countered by signing a triple alliance with Germany and Italy in September 1940. Flushed with the reflected glory of Axis triumphs in Europe, and confident Britain couldn't and the U.S. wouldn't interfere, the Japs began to swagger. In February 1941, Foreign Minister Matsuoka declared "the white race must cede Oceania to the Asiatics."

In the summer of 1941, we applied economic pressure . . . froze Japan's assets here, barred her ships from the Panama Canal, severly restricted petroleum export and bought Latin America raw materials to keep them from the Japs. In August, the Japs opened a long series of diplomatic talks. Her proposals were prohibitive. She would make no advance south of Indochina if we resumed trade with her and abandoned China. The U.S. offered to cooperate economically if Japan withdrew from China and stopped using force.

Japan's answer was delivered at Pearl Harbor on 7 Dec 1941.

Our answer to that came last month.





PEACE FOR JAPAN

Her Dream World of Conquest Shattered, Defeated Japan Finds Herself Back to Where Commodore Perry Found Her

AND NOW Japan is back where she started . . . back where Commodore Perry found her. Her dream of world conquest is shattered; her Far Eastern empire is scattered. Her predatory Army must disband; her Navy—what little we left of it—must be un-gunned. She can go back to making her silks and dishes and toys and all the other dainty and delightful little things which she made and sold to us in exchange for martial materiel. But she's done with making war.

The Potsdam Declaration to which she agreed:

- Doomed her militarists;
- Stripped her of her ill-gotten empire, limiting her to the home islands . . . and "such minor islands as the Allies shall determine";
- Limited her industries to those that "will sustain her economy, but not those which will enable her to rearm for war";
- Stipulated that the Japanese people must be given an early opportunity to express their choice of government;
- Permitted occupation of whatever part of Japan the Allies desire.

These terms were at first rejected in their entirety by the Japs. But soon after the first atom bombing and Russia's entry into the war (which was the first application of the United Nations' Charter provision, whereby a member joined with others in war against an aggressor) the Japs sued for peace . . . with a reservation. They wanted to have Emperor Hirohito keep his throne and "his prerogatives . . . as a sovereign ruler." The Allies quickly agreed that the Emperor could keep his throne, but insisted he would have to take orders from the Supreme Commander of the Allied forces. After some hemming and hawing and hara-kiri, the so-sorry Sons of Heaven said they were so-happy. And those are the terms under which the Navy will land Allied troops in Japan. It is complete victory . . . utter defeat . . . and, as the late President Roosevelt pledged what seems an age ago, unconditional surrender. For anything the Japs do from now on and for some time to come they will have to get a chit from the Allies.

The actual mechanics of occupation worked slowly. First, the cease-fire order had to be spread throughout the Far East . . . Burma, Indochina, China, Manchuria, New Guinea, Singapore, Sumatra, wherever Japs were fighting. Members of the Imperial family had to be flown to the far-flung battlefronts to order the Jap field commanders to heed the Emperor's command. Japanese envoys went to Manila to confer with General of the Army Douglas MacArthur, who had been named Allied Supreme Commander, on the precise wording of the surrender terms. The surrender was scheduled to be formally accepted by the Allied powers on Friday, 31 August in a ceremony on board the USS *Missouri* in Tokyo Bay.

Meanwhile, plans were completed for naval and marine forces to put ashore in the vicinity of the Yokosuka naval base while Gen. MacArthur and his forces simultaneously made an air-borne landing near Tokyo.

It was reported that Lt. Gen. Jonathan M. Wainwright, hero of Corregidor, would be present at the signing of peace terms. Giving substance to this story was the dramatic rescue of the general from a prison camp in Manchuria. He was located by volunteer paratroopers and flown to Chungking. The 61-year-old general, close associate of Gen. MacArthur, was in good health.

MacArthur will rule with a stern but fair hand. This was evidenced even while negotiations were under way for the surrender conference in Manila. When the Japs pleaded for time to make arrangements, MacArthur agreed; when one deadline passed and they asked for another, he told them to get on the ball. They did.

Military rule of the Japanese will be in line with policies of the United Nations. They are agreed that the eventual peace terms for all of the aggressor nations will be severe enough to prevent them from ever again starting a war, but lenient enough to give their peoples a chance . . . if they want it . . . to take their places among the decent nations of the world.

That is the pattern that was cut out at the United Nations' Conference in San Francisco, written into the United Nations Charter and amplified by President Truman upon his return from the Big Three Conference in

Official U. S. Army Signal Corps photographs

NEW BIG THREE laid groundwork at Potsdam for working together to beat Japs. Left to right, they are Premier Attlee, President Truman, Premier Stalin.

AMERICAN and RUSSIAN chiefs of staff meet in conference palace at Potsdam: Fleet Admiral King, Generals of the Army Marshall and Arnold at right, Russians at top. This first application of United Nations peace machinery brought Russia into war, and resulted in a speedier Japanese surrender.

Potsdam with Marshal Stalin and Prime Ministers Attlee and Churchill.

Said the President in an address beamed over the radio to the American people and the rest of the world soon after his arrival from Germany:

"How glad I am to be home again! And how grateful to Almighty God that this land of ours has been spared.

"We must do all we can to spare her from the ravages of any future breach of the peace. That is why, though the United States wants no territory or profit or selfish advantage out of this war, we are going to maintain the military bases necessary for the complete protection of our interests and of world peace. Bases which our military experts deem to be essential for our protection, and which are not now in our possession, we will acquire. We will acquire them by arrangements consistent with the United Nations Charter.

"No one can foresee what another war would mean to our own cities and to our own people . . .

"That is why the United Nations are determined that there will be no next war.

"That is why the United Nations are determined to remain united and strong. We can never permit any aggressor in the future to be clever enough to divide us or strong enough to defeat us.

"That was the guiding spirit in the conference at San Francisco.

"That was the guiding spirit in the conference at Berlin.

"That will be the guiding spirit in the peace settlement to come."

At the Berlin conference, President Truman said, a Council of Foreign Ministers of Britain, Russia, France, China and the U. S. was set up "to reach common understanding regarding the peace settlements."

This Council, the President said, will, as its first task, draft peace treaties for Italy, Rumania, Bulgaria, Hungary and Finland.

"These treaties," he said, "will have to be passed upon by all the nations concerned. In our own country, the Senate will have to ratify them. But we shall begin at once the necessary preparatory work. Adequate study now may avoid the planting of the seeds of future wars . . . The Council . . . will also have to start the preparatory work for the German peace settlement. But its final acceptance will have to wait until Germany has developed a government with which a peace treaty can be made."

In the meantime, the President said, the occupying powers "seek to rid Germany of the forces which have made her so long feared and hated, and which now brought her to complete disaster. They are intended to eliminate Nazism, armaments, war industries, the German general staff and all its military tradition. They seek to rebuild democracy by control of German education, by reorganizing local government and the judiciary, by encouraging free speech, free press, freedom of religion and the right of labor to organize."

Japanese papers please copy.

CASHING IN ON NAVY SKILL

Rating Description Booklets Will Show Your Prospective Boss How Your War Training Fits You For Better Job

TO HELP YOU take advantage of what you are learning in the Navy to get a better job after you return to civilian life, the Navy is developing a personal document for you to use in "selling" yourself to a potential boss.

In plain language, so there's no trouble translating technical Navy experience to civilian jobs, the document will tell prospective employers for you:

- What you did in your Navy job.
- What special skills or knowledge you acquired doing it.
- What representative civilian jobs are closely related to the work you did in the Navy.
- What representative jobs are less closely related, but for which you could easily fit yourself after a certain amount of training.

You will get this document, known as your Rating Description, when you leave the Navy. For enlisted men and women only, it will be made out in your name for your own personal use and signed by the separation officer. (Officers, whose assignments generally do not fit as precise a pattern as the Navy's rating structure, will instead retain when they leave the service a copy of their qualifications record, from the new officer's qualification record jacket [ALL HANDS, Nov. 1944, p. 16].)

No exercise in double-talk, the rating description describes your Navy work clearly, precisely and in sufficient detail—what you did, what you had to know to do it, what tools and equipment you worked with. It tells whether the machines you used were steam-driven or electrically driven, whether the engines were turbines or reciprocal engines. When an employment interviewer goes through it, he has a good line on what you've done and can do.

If you had a job and want to go back to your old employer, it will show him what added experience you now have, perhaps indicate to him that you can handle a bigger job in that line or a different kind of job.

If you never had a job before—or don't want to go back to your old job or even your old type of work—and if you want a job that your experience in the Navy has fitted you for, your rating description will help you prove your ability to fill it.

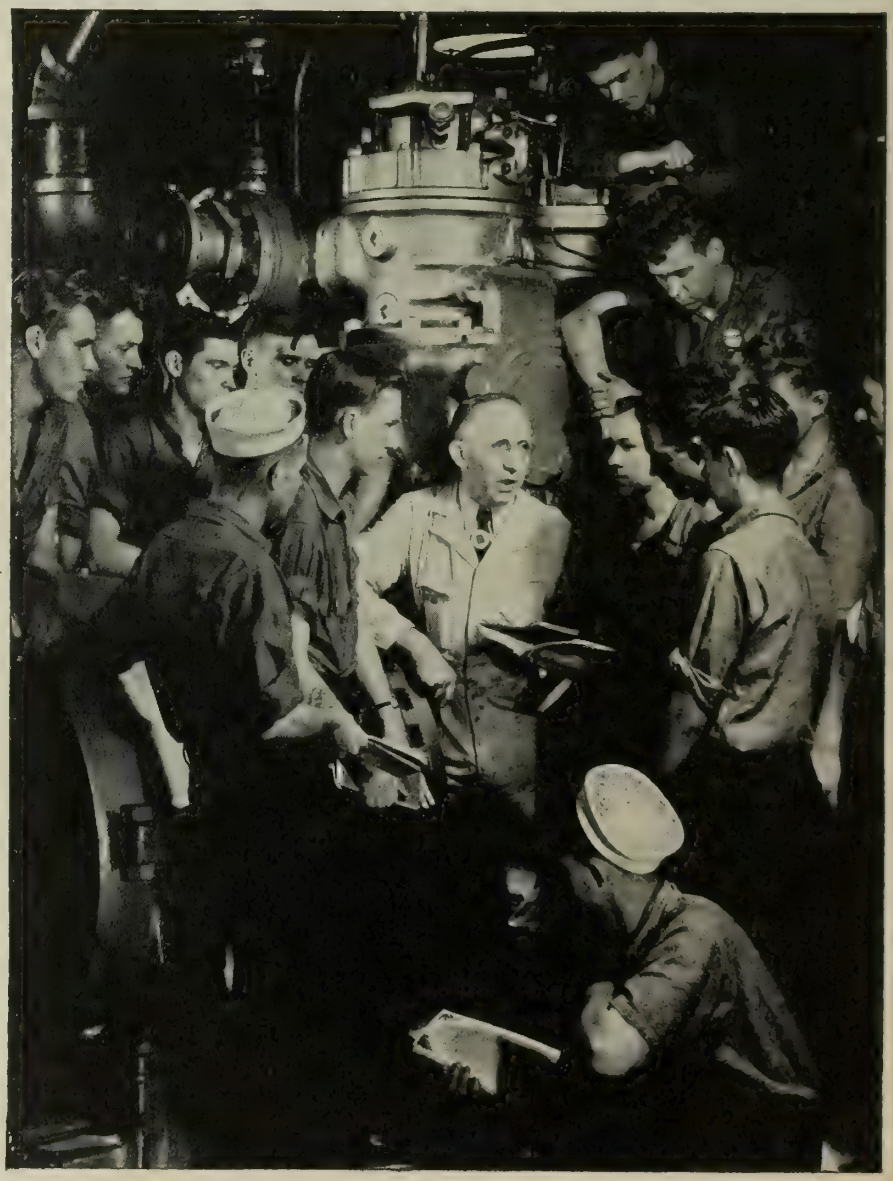
'Closer Than You Think'

You may think that this doesn't affect you because your job in the Navy is far different from any civilian job—or at least the one you're interested in. Often it is. But in many cases it is closer than you think. The last 10 years have seen the growth of a new development called occupational analysis, or "job science." This is the study of jobs and the relationships between them. It reveals what skills used in one job may make you useful in another. Almost every known skill falls into one or more "job families"—groups of jobs which, while different in themselves, require similar knowledge or skills. And the connection which has been found between different types of jobs is sometimes very surprising!

Through this new "job science," the Navy men and women who come out of this war will have greater resources to help them than the veterans of the first World War. How thoroughly the field has been studied is indicated by the listing and defining (in the "Dictionary of Occupational Titles" and its supplements) of 21,653 jobs known under 36,653 titles. This dictionary is one of the most widely used references on occupational placement, with more than 50,000 copies in use by United States Employment Service, the armed services, Selective Service, Government agencies and industrial organizations.

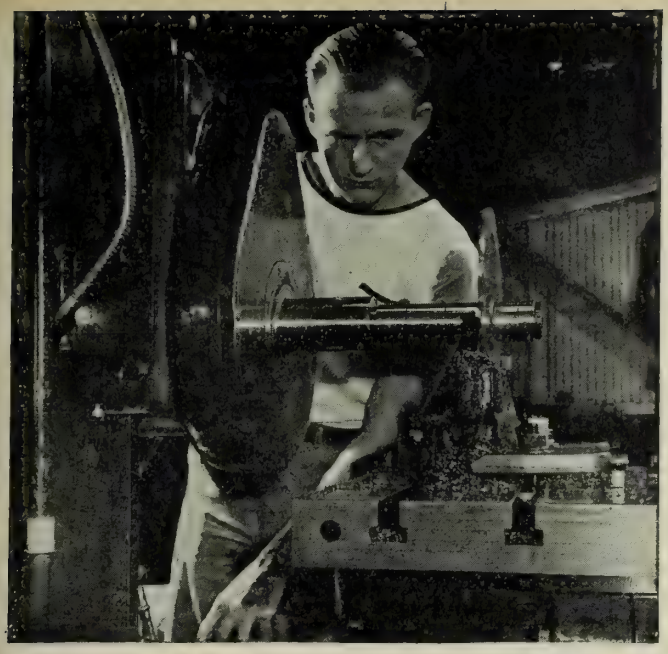
Finding out where you can best use your Navy skill in civilian life is sort of a reverse switch on what happened when you came into the Navy. Then the Navy had to study what you had done in private life, figure which of its technical pigeonholes you could be fitted into to best fill the needs of the service. That was tough fitting in some cases; up against the 21,653 kinds of civilian jobs, the Navy has only 185 ratings, designators, and skill designations in its rating structure.

By contrast, the reverse angle is easier. You have a wider choice going *out* than coming *in*. Not only have you learned more but, instead of having to



Official U. S. Navy photograph

TECHNICAL training such as these aircraft carrier machinists mates were getting opens up new job possibilities for them in industry.



Official OWI photograph

NOWHERE are opportunities as great as in the U. S. for skills such as this civilian uses in his work.

Official U. S. Navy photograph

THIS SAILOR operating a radial drill is war trained but it's training he can use to land a postwar job.

fit one particular job, you may find that your experience leads to many kinds of jobs. According to the War Manpower Commission, an electrician's mate first class in the Navy can be placed in some 99 related civilian occupations.

Because naval ships and aircraft have complicated weapons and equipment, Navy jobs are largely technical ones. And since no country has wider opportunities for men with technical and mechanical skills than the U. S., the chances of your Navy training and Navy skill leading you to a good civilian job are definitely on the bright side.

Giving You All Possible Credit

Care is being taken to insure that your credentials for applying for a job do you full justice.

If you are a non-rated man at the time of your discharge, but a qualified striker for a certain rate, you will be given the description for that rating —since you have qualified for such work and acquired the necessary skills.

It is the Navy's policy to issue a rating description booklet that most accurately reflects the dischargee's naval experience as determined by examination of his service record, regardless of what his actual rating may happen to be at time of discharge.

If you had some particular specialty in your rating which would not be adequately covered in the usual rating description (for example: if you were an electrician's mate but specialized in gyrocompass or did collateral work as a sound-motion-picture projector operator, or if you were a pharmacist's mate specializing in X-ray work), the interviewer who talks with you before you leave the Separation Center will make a note to that effect on your "Notice of Separation from the U. S. Naval Service" (NavPers-553). This is another document you will get to show your length of service, service schools you attended, your off-duty educational courses, non-service education, usual civilian occupation and job preferences.

A separate rating description has been prepared for non-rated Waves whose duties vary from the standard seagoing ratings.

The man who is not a petty officer will obviously not have as complete a rating description as the man who has won his rating badge, since his duties are not as specialized. However, even the seaman's rating description will show possibilities of employment open to him. If he is a qualified striker, he will get the higher rating description also.

Since the rating description will be used largely by employment interviewers, it is just the beginning. The interviewer will bring out further information about the man's background by talking with him — and there's nothing in the rating description which says that you just hand it out like a pass and stand tongue-tied. You can talk up and tell in greater detail what you learned in the Navy, what you did before you got into the Navy, or what you do as a hobby or why you think you'd be good at a certain type of work.

If the employment interviewer wants to find out more, there are tests that will measure your general and specific aptitudes and help you locate the kind of work you can handle. Many men have found out in this way that they were qualified for better jobs than they thought.

How the Job Was Done

Nearly 500 different rating descriptions have been prepared to date, covering the various grades of more than 125 rates, and additional descriptions are now in the process of being prepared. (For a sample description, see the next page.) The descriptions are a product of combined research and analysis by both Navy and civilian Government people, with BuPers getting valued help from ships, shore stations, schools and other bureaus.

The Navy prepared the first four parts of the rating description ("Introduction," "General," "Duties Performed" and "Basic Knowledge and Skills") and the War Manpower Commission (Division of Occupational Analysis and Manning Tables) supplied the fifth part ("Related Civilian Occupations").

The skeleton base for the Navy's part in preparing the descriptions existed in current Qualifications for Advancement in Rating. The next step was to utilize billet-analysis schedules which had been obtained through shipboard study. BuPers' field analysts observed men at their jobs, during general quarters, during condition watches and at their routine duties: talked with the men and their superiors, and wrote up detailed analyses of the tasks performed, together with such performance requirements of the job as responsibility, knowledge, skills, tools and equipment.

Since this intensive analysis could only be done on a limited number of ratings at first—those on which the expanding Navy needed information most quickly—a number of questionnaires was sent out to produce information on *all* ratings. A minimum of five questionnaires was sent out on each rating: two to shore stations, two to ships, one to a school.

From the 485 questionnaires returned, BuPers got a wealth of information on the specific duties in each rating under varied conditions of sea or shore duty. The cooperation of ship, school and station personnel in filling out this questionnaire, NavPers 16470, was invaluable in helping to prepare the rating descriptions.

On new ratings, experts were consulted in bureaus having cognizance over the ratings and instrumental in establishing them. Special studies were made of Seabee ratings, not only through questionnaires but in the

field. Seabee officers from the Aleutians and the South Pacific were called in to BuPers to help prepare detailed analyses of the ratings. On some ratings, such as Specialist P(MP), studies were made at the main center of activity, in this case Anacostia's Photographic Science Laboratory.

Information from all sources was squeezed into a rating description, reviewed and rewritten by men with first-hand experience of Navy ratings. Both the OinC and exec of the Billet Analysis section have had many years at sea and cast an eagle eye over seagoing rate descriptions. Where there was any question, it was taken to experts in various bureaus—aviation ratings, for example, to BuAer and DCNO(Air).

Once the first four parts of the rating description were completed, the task of supplying the related civilian occupations was similarly approached in exacting fashion by WMC experts who used the new "job science" to the fullest to insure that all possible related civilian jobs were listed.

The Over-all Picture

Rating descriptions are one of the ways the Navy is trying to carry out its obligation to discharged naval personnel as a part of its demobilization plan and civil readjustment program. The Navy recognizes that few outside the service would know what a yeoman is, or a quartermaster, not to mention distinguishing fireman from fire controlman and fire fighter. These rating descriptions clear that up.

However, furnishing you with official records to back up your statements of skill, experience and character is about as far as the Navy can go in putting you in a civilian job. In a free country, the rest is up to you.

To help you as a civilian, however, the government has an agency which you may use if you wish—the United States Employment Service, now under the War Manpower Commission. USES offices alone are placing 80,000 veterans a month in jobs, about 75% of them veterans of this war. In doing this they use detailed information on Navy ratings, and the "Dictionary of Occupational Titles."

Other publications developed for use by USES employment interviewers include "Special Aids for Placing Naval Enlisted Personnel in Civilian Jobs," now being brought up to date through the new rating descriptions; "Selective Placement for the Handicapped," which shows how disabled men can fill many more useful jobs than they would ever think of; and "Labor Market Information for Service to Veterans," up-to-date one-page summaries each month of more than 100 major employment centers in the country, showing job opportunities open and expected, names of major firms, wage rates, living conditions, etc.

Having placed more than 800,000 veterans last year, USES is gaining plenty of experience to help those larger numbers of men and women who will want jobs when they get out.

That day probably still seems a long way off; but the steps to help you find your way back to a decent place in civilian life are under way now. The rating description is one more step in that process.

SAMPLE RATING DESCRIPTION

ELECTRICIAN'S MATE, Second Class

TO THE VETERAN: *This Rating Description is an official document of the United States Navy. It has been issued to you mainly to help you get a job in civilian life which will make the best use of your naval training and experience. Don't hesitate to show it to any employer or prospective employer. Your Rating Description may prove to be one of your most valuable papers. Take care of it.*

I. INTRODUCTION

This description is designed to give prospective employers, employment service officials, educators and other interested persons an over-all picture of the technical responsibilities assumed, duties performed, and knowledge and skills acquired by personnel in this rating. Representative related civilian occupations are included as a placement guide.

It is the Navy's policy to issue a Rating Description booklet that most accurately reflects the dischargee's naval experience as determined by examination of his service record. For this reason, the booklet issued will not always correspond to the rating classification held by the dischargee.

Special skills, training or qualifications other than those described in the following sections may be obtained from the certificate of discharge or other separation records and by personal interview.

Enlisted personnel of the Navy are divided into two groups, rated and nonrated. The rated personnel are petty officers and are divided into four levels of responsibility and skill, ranging from third class, upward through second class and first class, to chief, which is the highest petty officer rating.

II. GENERAL

Electrician's mates are petty officers who maintain and repair all electrical equipment (with the exception of electronic equipment) on board ships of the Navy. This equipment is quite varied and includes such things as motors, generators, battery chargers, telephone systems, signal systems, electrical controls, power distribution systems, and lighting systems.

The ELECTRICIAN'S MATE, Second Class, repairs motors, generators, switchboards, searchlights, etc., and does many other jobs requiring a good knowledge of A. C. and D. C. electrical theory. He receives general supervision from an electrician's mate, first class, or chief.

III. DUTIES PERFORMED (Representative duties performed by an ELECTRICIAN'S MATE, Second Class.)

A. Operational and Supervisory

(1) Installs small motors, switches, circuit breakers, outlets, etc. (2) Stands watch on main switchboard which includes (a) starting, stopping, and operating in parallel both A.C. and D.C. generators, (b) maintaining proper voltage and frequency under varying load conditions, and (c) shifting loads between machines with either automatic or a manual controls. (3) Enters meter readings and other data in operating records.

B. Maintenance and Repair

(1) Repairs motors and generators (excluding main generators and main propulsion motor) including (a) changing brushes, (b) cleaning, varnishing, and baking windings, (c) replacing field coils, (d) stoning and sanding slip rings and commutators, (e) testing windings for short circuits, open circuits, and grounds, and (f) checking reassembled motor or generator for proper operation. (2) Repairs motor controllers and starting apparatus, including adjustment of automatic pressure operated switches and time delay devices. (3) Repairs switchboards and adjusts dial mechanism on automatic phones. (4) Maintains and repairs searchlights, including automatic carbon feed mechanisms. (5) Maintains reproducing unit on speech amplifiers by checking circuits, cleaning relays and contacts, and replacing worn or damaged parts. (6) Repairs electric ovens and ranges. (7) Makes emergency repairs when vital electrical equipment is damaged.

IV. BASIC KNOWLEDGE AND SKILLS

1. Understands the principles governing the operation of A.C. and D.C. motors and generators.
2. Understands the design of control panels and switchboards for various purposes.
3. Knows the correct kind of wire or cable to use for various purposes.
4. Understands the use of all electrical accessories such as switches, junction boxes, terminals, etc.
5. Understands design and use of various controls such as rheostats, circuit breakers, etc., and multiple controller stations.
6. Knows the circuits for many different types of electrical equipment.
7. Is skilled in the use of all electrician's tools.
8. Can read blueprints and wiring diagrams of electrical equipment.
9. Can use all electrical testing equipment to discover electrical faults.
10. Can operate a battery charging panel and has a thorough knowledge of the maintenance and care of portable storage batteries.
11. Understands the operation and maintenance of self-synchronous motors.
12. Has a thorough knowledge of all safety precautions to be observed in operating and repairing electrical equipment.

V. RELATED CIVILIAN OCCUPATIONS

An ELECTRICIAN'S MATE, Second Class, with the experience described above is qualified for various civilian occupations. Listed below are some of the more closely related fields of work with specific examples of suitable OCCUPATIONS.

An ELECTRICIAN'S MATE, Second Class, can repair the electric motors in all types of household appliances and industrial machinery and can install telephones, buzzers, and alarm systems. He is qualified for such civilian jobs as ELECTRIC MOTOR REPAIRMAN, ELECTRIC APPLIANCE SERVICEMAN, SHOP ELECTRICIAN, TELEPHONE INSTALLATION and REPAIRMAN, and ALARM SYSTEM INSTALLER in any industry.

With some additional, on-the-job experience, an ELECTRICIAN'S MATE, Second Class, can qualify for highly specialized jobs such as TELEPHONE SWITCHBOARD REPAIRMAN, TROUBLE SHOOTER, LINEMAN, CABLE SPLICER and TELEGRAPHIC TYPEWRITER INSTALLER in the telephone and telegraph and electric power industries; PUBLIC ADDRESS SYSTEM INSTALLER and SERVICEMAN, ELECTRICIAN, and PLANT MAINTENANCE ELECTRICIAN in the ship and boat building and construction industries.

With considerable experience with the control switches, brakes, and safety devices used on elevators, he can qualify for a job as ELEVATOR INSTALLER or ELEVATOR REPAIRMAN.

With some additional experience in the handling of delicate electrical apparatus and in using machinist's tools, the ELECTRICIAN'S MATE, Second Class, can qualify for a job as ELECTRICAL INSTRUMENT REPAIRMAN.

With some experience in stage lighting, the ELECTRICIAN'S MATE, Second Class, can qualify for such jobs as STAGE ELECTRICIAN or STUDIO ELECTRICIAN in the theater and motion picture industries.

RADAR

The Magic Eye that Can See Through Darkness, Fog, Smoke and Rain Is Credited with Changing Face of War

RADAR, the magic eye that can see through darkness, fog, smoke, and rain and the device that materially turned the course of the war, was unveiled for the public last month.

The incredible wartime record of radar reads like the most fantastic of pseudo-scientific fiction. Here is part of the record:

- Radar helped our Navy sink the Japanese fleet and beat the U-boat by pointing out unseen enemy targets, aiming the guns at the targets and recording the shots.
- Radar enabled our huge bombing fleets to reach their targets and hit them accurately by giving the air navigators eyes to see through the darkness and overcast.
- Radar materially helped the English survive the Battle of Britain in 1940 by enabling a small RAF to spot each incoming nazi raid in time to throw fighters against it.
- Radar licked the buzz bomb by aiming antiaircraft guns and directing fighters at the deadly doodlebugs.

"Radar," says a report made public by the Office of War Information, "has, more than any single development since the airplane, changed the face of warfare; for one of the greatest weapons in any war is surprise, and surprise is usually achieved by concealment in the last minutes or hours before an attack. The concealment formerly afforded by darkness or fog or cloud or artificial smoke or the glare of the sun simply does not exist in the world of radar."

Tested afloat for the first time in 1937 aboard an old four-stacker, the USS *Leary*, radar since then has become standard equipment on almost every fighting ship, above and below the surface, on airplanes and at shore stations.

The basic principle of radar (the name comes from "Radio Detection and Ranging") is not a difficult one. Heinrich Hertz, the discoverer of radio waves, proved in 1886 that radio waves are reflected from solid objects. And in 1904 a German engineer was granted a patent in several countries on a proposed way of using this property in an obstacle detector and navigational aid for ships.

In 1922 two scientists, Dr. Albert Hoyt Taylor and Leo C. Young, working at the Naval Aircraft Radio Laboratory, Anacostia, made a discovery which led to the actual development of radar. While testing plane-to-ground communications in the short-wave bands at Haines Point they were at first disturbed to notice that ships moving in the Potomac River distorted the pattern of radio waves, causing a "phase shift," or fluctuating signal.

When they paused to think about it, however, they began to realize the potentialities of what they had come upon. Hitherto, it was not known that waves could be reflected from small moving objects as definitely as from large masses, such as mountains.

Development was pursued almost continually after that until 1935 when greatest impetus for future progress was given by Congress in the form of a $100,000 appropriation, made to the Naval Research Laboratory for the specific development of radar.

In the '30s radar of one type or another was also in the laboratories of England, France, Germany and possibly Japan, having occurred to other scientists spontaneously as far as is known.

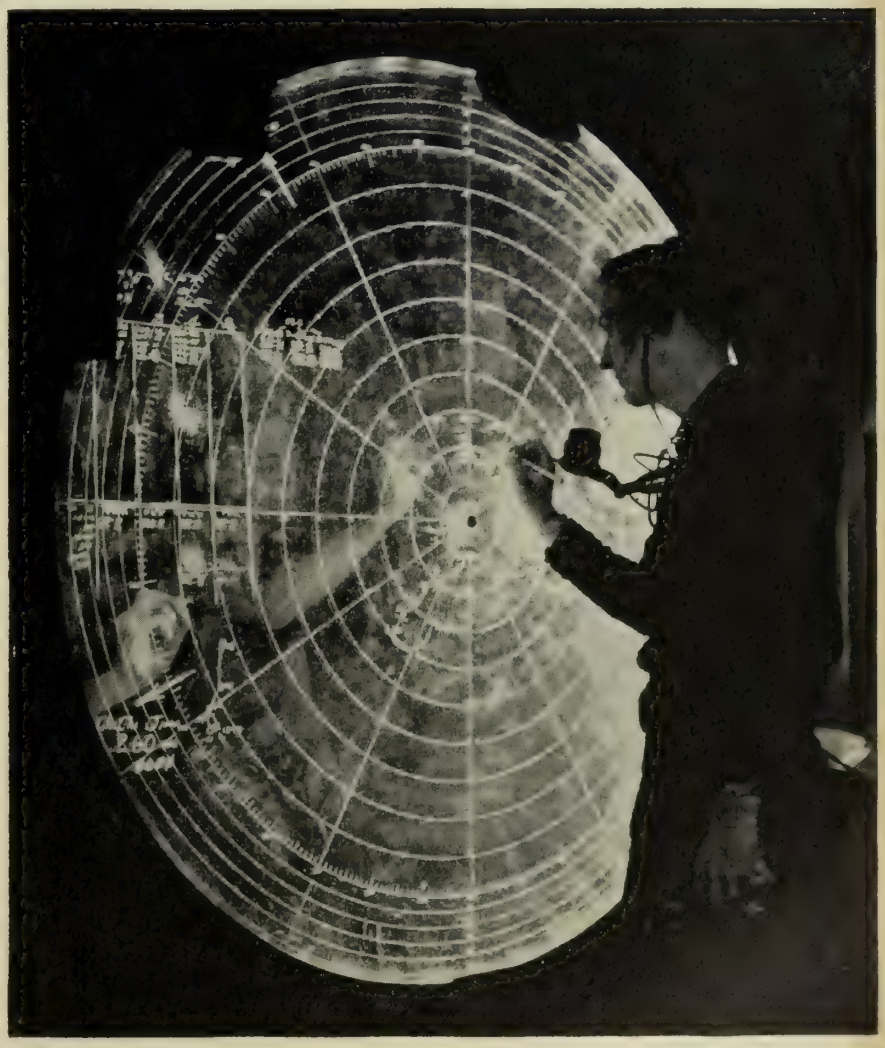
A rather crude radar was tested successfully in 1937 aboard the *Leary* and a greatly improved one was given extensive trials at sea on the USS *New York* in 1939. Before that experimental work conducted from the ground employed a variety of ships and aircraft and the dirigible Akron.

The typical radar set, as it is known today, consists of a receiver and transmitter in the same place and often employing a common antenna. The transmitter sends out energy in very small bursts called "pulses," without which the mere reflection of waves had been a rather empty phenomenon. These bursts of ultra high frequency waves travel at the speed of light, 186,000 miles a second.

After each pulse the transmitter waits a relatively long time—a few thousandths of a second—before sending the next pulse. During this interval the receiver gets back the echoes of the pulses from any object which might have been in the way, the echo being known as a "pip." The "pip" is recorded as an interrupting rising and falling line on the pulsing line ("time base") on the face of a cathode ray tube.

In the Plan Position Indicator ("PPI") the echoes are distributed in multitudinous form to outline a rough map on the face of the tube.

Since light goes 186,000 miles a second, or 328 yards each millionth of a second, and since the radar waves must travel twice the distance from the radar to target (out and back), an object 1,000 yards from the



Official U. S. Navy photograph

INFORMATION from various radar "eyes" is compiled on a glass plotting diagram in the radar plot room of a carrier. Men mark data from both sides.

radar will give an echo only six millionths of a second later than the transmitted pulse. This time can be measured with an accuracy which corresponds to only 5 or 10 yards range, or about one thirtieth of a millionth of a second.

Direction is obtained by providing the radar with a directional antenna which sends out the pulses in a narrow beam, like a searchlight. The antenna may be rotated as the pulses are sent out, and the "pip" occurs when the antenna points at target.

On a warship where exact range is desired the radar echoes are so displayed that the operator can read a range scale down to a few yards. In the case of Army antiaircraft fire, the radar antenna actually moves automatically so that it always points at the plane without help from an operator, and the guns follow by remote control.

The British carried this system further in the perfection of IFF (Identification of Friend or Foe), in use by their ships and ours today, which enables a "pip" to be identified as foe or friend. It is the electronic equivalent of the painted insignia on an airplane or visual recognition signals at sea.

In the Battle of Britain the Germans found that no matter where their bombers crossed the Channel or at what hour English fighters were already in the air awaiting them. In darkness this is the method by which the RAF accomplished the feat: a ground radar operator chose a specific nazi plane and then helped a fighter plane to maneuver one to three miles behind the bomber. From there on the fighter plane switched on his own radar and flew until he could actually see the dim outline of the enemy raider.

Thus the average losses of the Luftwaffe were 15%, and in the great battle of 15 Sept 1940 the nazis lost 185 aircraft out of 500 which attacked.

Radar warning and radar-controlled fire made an even greater record against the buzz bombs, the V-1's. One Sunday late last August, for example, only three out of 105 of the robot bombs which crossed the Channel actually arrived over London.

In the Battle of the Atlantic radar was useful not only in detecting surfaced subs from ships and aircraft, but in keeping track of stragglers from the convoys. The U-boats tried all sorts of listening devices to detect radar, and at one time even used a special paint on their hulls, believing the Allies to be using some infra-red detection device.

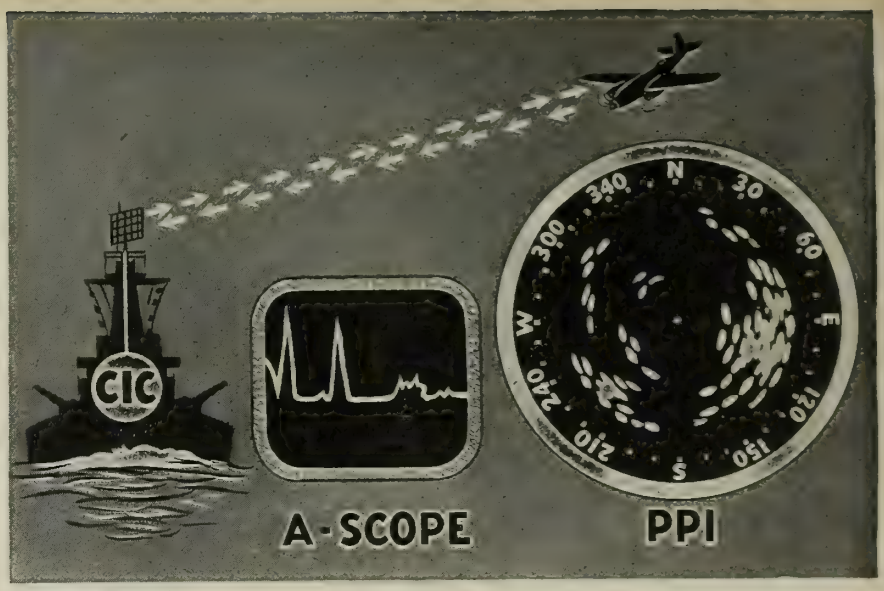
At the end of the war the Germans had perfected the Schnorkel, a breathing tube to enable the submarine to stay under water, concluding that constant submersion was the only way to escape detection. U-boats for the year preceding the May surrender were being sunk at the rate of nearly one a day.

Radar now forms literally the mechanical brain center of our fighting ships, and is contained in what is known as the Combat Information Center (the "CIC"). Purpose of the CIC is to coordinate the information gained by radar as well as that from lookouts, from other technical devices, and from other ships, to evaluate the information and channel it to other stations. Here, in effect, the target is not only picked up, but the guns aimed and the hits observed—all by radar.

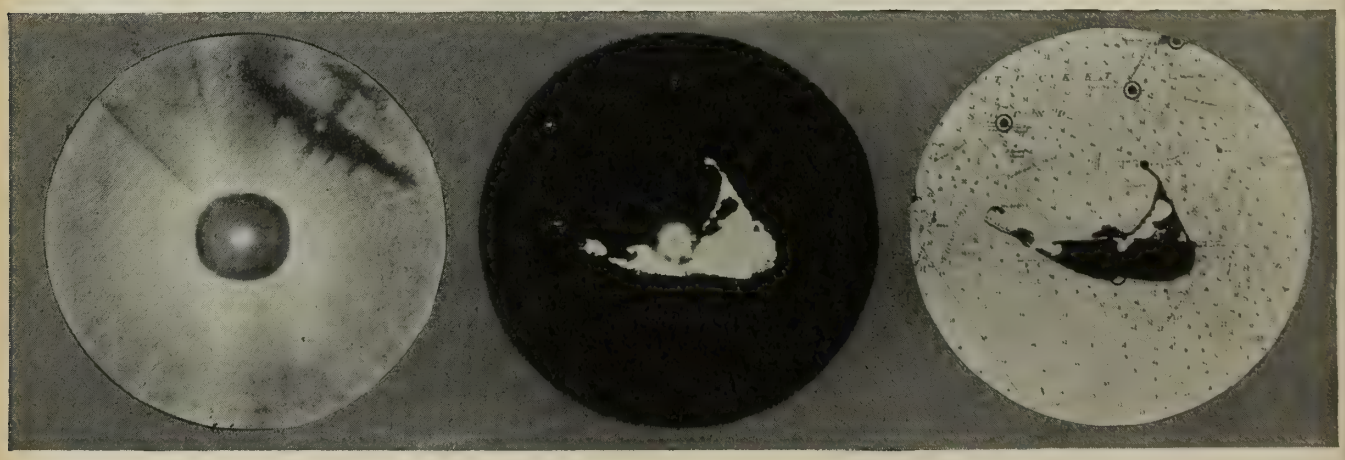
The radar training program of the Navy has had to be at once one of the largest as well as one of the most elastic. Innovations have come along so rapidly that radar technicians and operators cannot expect to keep up with their work without refresher training from time to time. Schools for officers and enlisted men are scattered all over the U. S. and Pacific.

And the radar man's lot is not always a happy one, as the following assertion from an instructor at the University of Houston school shows:

"The radio technician has long hours—much longer in fact than anyone else, as he is never through. He is expected to be a combination of genius and magician who by the mere wave of his hand can remedy all troubles, stand everyone's watches, attend all drills, repair all radio equipment, answer all manner of fool



HOW RADAR WORKS is shown in diagram. Ship sends out waves which reflect from targets (plane, for example). In combat information center (CIC), targets are viewed on A-scope, which shows time interval or distance, and plan position indicator (PPI), which shows bearings of target around ship (center).



Official U. S. Army Air Forces photograph

FROM THE AIR radar defines targets below. Left hand circle shows how AAF bomber appeared in radar scope of plane above. Center circle is radar silhouette of Nantucket Island. Compare it with actual chart (right).

questions, teach budding radiomen to be radio engineers overnight, have complete knowledge of every job, be able to neither eat nor sleep and still remain happy and smiling under any difficulties that may arise. . . ."

As for the new peacetime world, radar will be of vast importance in increasing the safety of air and sea travel, making navigation untroubled by darkness or weather.

With respect to land travel, particularly railroads, its direct use is more doubtful. Lack of crystal clarity of the radar image and the fact that it still is not a close-range device at present tends to rule it out for this.

But radar has opened up the whole field of electronics, and the vast number of personnel trained by the Army and Navy should carry research into channels only guessed at now by the men who bend over their research tables from early morn till late night.

Although a great number of persons shared in the development of radar, the names of Dr. Taylor, Mr. Young, and Dr. R. M. Page stand out in the Navy's part of the research.

Dr. Taylor, who is known as "the father of radar," has had a long and successful career in the field of radio science. As a commander in the Navy in the first World War he organized the wartime transatlantic communication activities for the Navy.

In 1927 he was awarded the Morris Leibmann Memorial Prize by the Institute of Radio Engineers, and became president of the Institute in 1929. He is now the Chief Consultant and Chief Coordinator for Electronics at the Naval Research Laboratory. Radar he defines as "a great wad of energy in a little tube."

Mr. Young began amateur radio station operation in 1908 as a boy of 17 and later was employed in the telegraph department of the Pennsylvania Railroad. During the first World War he was associated with Dr. Taylor in communications work.

After the war he helped develop aircraft radio and has been working with Dr. Taylor at the Naval Research Laboratory since 1923. He was first to utilize the "pulsing" principle.

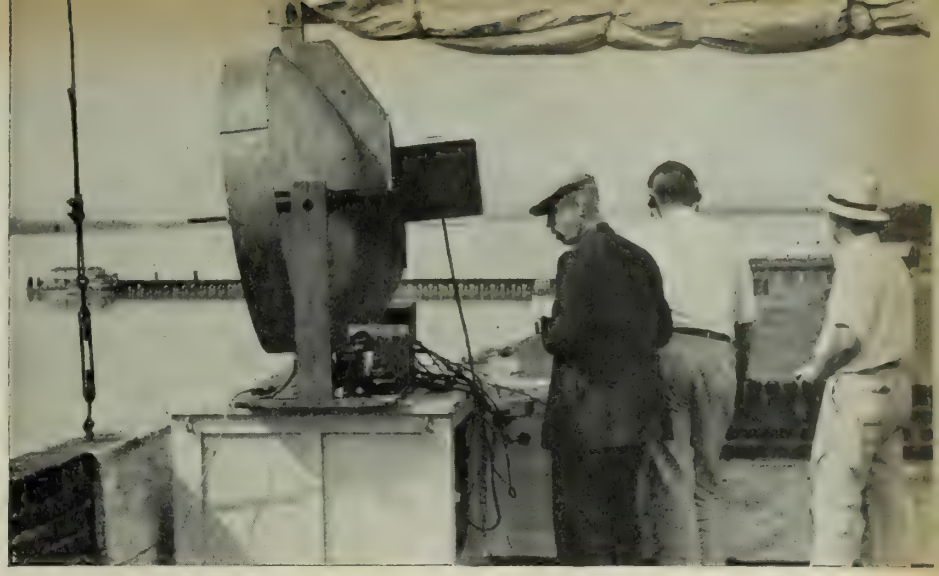
Dr. Page has been with the Laboratory since 1927. He has given many secret lectures on radar and many radar patent applications are filed in his name.

Rear Admiral Harold G. Bowen, USN, is Chief of Research and Inventions, and recently was cited by the Secretary of the Navy for "outstanding services in the development and perfection of radar. . . ."

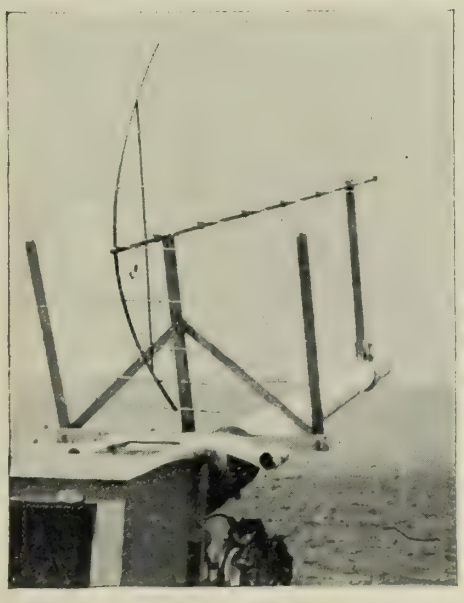
Admiral Bowen, who was appointed to the U. S. Naval Academy in 1901, has been Fleet Engineer of the Pacific Fleet, Chief of the Bureau of Engineering, and Engineer-in-Chief of the Navy.

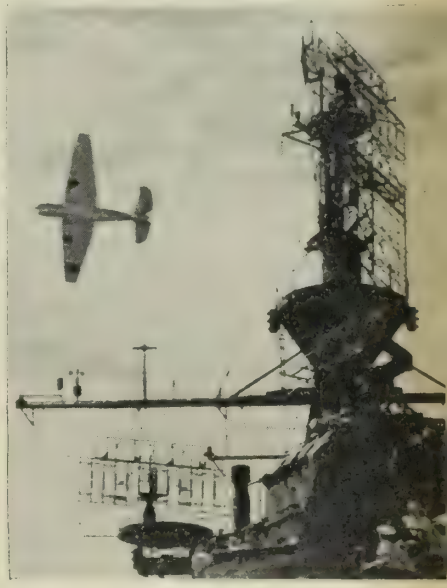
Rear Admiral A. H. Van Keuren, USN, Director of the Naval Research Laboratory, has long been associated with naval construction and technical work. The Laboratory itself was established in 1923.

In addition to radar work, research in other fields goes on there: supersonics, ballistics and high pressure in ordnance, light and optics, chemistry, metallurgy, shipboard communications, armor plate, and fire control.



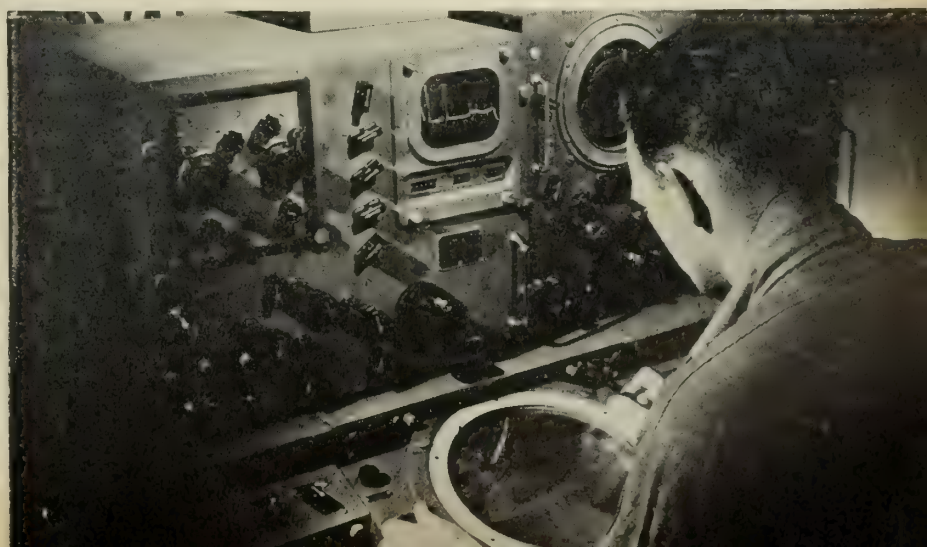
PRELIMINARY TEST of radar took place on Naval Research Laboratory roof at Anacostia in 1937 (above). Dr. A. Hoyt Taylor, "father of radar," is at left near apparatus. This, later installed on USS Leary, was first sea-going radar.





Official U. S. Navy photographs

ANTENNA of first radar, mounted on gun of USS Leary, is contrasted to today's antennae on island of a carrier (above). A radar operator is pictured on watch (below). Before him is circular PPI; above it is rectangular A-scope.



THE SWEEPS SWEEP ON

Even With Fighting Over, the Dangerous Work Of Clearing Mines from Ocean Lanes Continues

THE cocky little fleet plodded slowly up the channel between two jagged islands that spat red flashes from concealed mouths of their rocky caves. Dozens of mines, their ugly horns fouled with barnacles and seaweed, bobbed to the surface in the wakes of the slashing sweepwires like grotesque oversized ping-pong balls. Waterspouts from Jap shellbursts walked threateningly out from shore.

It was an unusually perilous and hectic pass. Helmsmen wrenched their rudders to port and starboard, swinging the vessels clear of the deadly globes sawed loose from their cables by preceding sweepers. Three-inch guns barked back at the Japs as fast as guns crews could ram projectiles into breeches. Smoke and clouds of dust curtained the island's emplacements; enemy fire faltered, fizzled, stopped. Still the mines kept coming.

For three days the fleet minesweepers plowed the depths between Corregidor and Carabao islands and when the ordeal was finished they had forced the waters to disgorge 401 Jap mines which were either detonated or sunk. The way was clear once more for American vessels to enter Manila Bay after three years of Japanese control.

For a division of six 1,000-ton minesweeps the total was almost inconceivable but, considering their record, it was to be expected. In little more than a year—while clearing sub-surface fields from Kwajalein to Brunei Bay—that division swept more than 900 mines from waters around enemy-held islands so that landing craft and warships and, later, cargo vessels, could storm, support and supply beachheads hacked out by combat troops.

Minesweeping at its best is an unpleasant task—at its worst it's one of the most perilous jobs in the Navy, always fraught with potential death, always injecting some violent action into what should be a tranquil day, always taxing the courage of even the bravest man. No matter how many mines a sweep's crew has cleared it never loses respect for the death-dealing spheres that can disintegrate a ship with one powerful blast or kill a man 100 yards away with a chunk of jagged metal. In mine warfare even friends are enemies: without proper, cautious treatment an American mine will kill Americans or Japs with the same indiscriminate violence.

Prelude to Occupation

Even with the surrender of Japan, the men of the sweeps must go on with their grim duty, for the seas around Japan must be cleared of all mines if American ships are to supply without danger the armies of occupation. There will be thousands of Jap mines to sweep and an undisclosed number of American mines dropped by Superfortresses in their blockade of the enemy home islands. While other Navy crews may relax from the strain of battle, the minemen will have to continue at war with a hidden, murderous enemy.

In the Pacific the sweeps played a vital role. The only task forces that operated without the help of the minesweepers were the fleets that struck from the air. Every harbor, every anchorage, every inlet and bay in the Pacific, into which U. S. ships now sail with safety, first had to be cleared of mines or the threat of them. The waters off every Jap-occupied island are swarming with mines—according to Navy amphibious plans — until proved otherwise. For the men who have to prove the plans right or wrong it's almost as tough to sweep clean waters as it is to cut loose a score of underwater explosives every 100 yards. Perhaps tougher. The mental strain of moving at slow speed within range of enemy shore batteries, not knowing if or when the ship will be blown into the air, is enough to change a man unconditioned to this type of action into a white-haired idiot.

Mines as weapons were born hundreds of years ago during the siege of Antwerp when the Dutch destroyed 800 Spaniards by use of a clockwork-impelled "explosive vessel." Various other nations took up the practice, modifying and improving the original idea until, by the time of the American Civil War, mines had been developed into major defensive ordnance. Mines were the reason for Admiral David Farragut's oft-quoted order—"Damn the torpedoes! Full speed ahead!"—during the Mobile Bay action. The "torpedoes" Farragut so heartily damned corresponded to our present-day mines, and Farragut's lead ship, *Tecumseh*, had been sunk by one.

Widely Used in Last War

But the employment of mines, both offensively and defensively, began in earnest in the last war when the moored contact mine was developed to such an efficiency that that it was still

Official U. S. Navy photograph

JACK-OF-ALL-TRADES, the minespweeper USS Swallow passes mail to destroyer. These small craft perform many duties besides minesweeping. They are also used as tugs, rescue craft, messenger ships, escorts, traffic control ships.

Official U. S. Navy photographs

MISCALCULATION in navigation might mean death for crew and another sweep sunk. Navigator (left, above) takes sun sights which minesweeping officer (right) in charge of operation uses to chart waters cleared of mines.

being used in this war with virtually no changes. The famous American-British field in the North Sea—in which 71,000 mines were sowed—successfully effected the greatest anti-sub blockade in history.

German inventive genius opened a new era in mining in World War II. Magnetic mines, developed by the British during World War I but not used, were improved upon, and other influence types — acoustic, magnetic, and combinations of these — were evolved and their effectiveness soon felt by Allied shipping. Harbor and river mouths were blocked with large numbers of these new devices, destroying many ships before Allied experts were able to perfect methods of combatting them.

Battle of the Atlantic

Despite their newer mine operations, the Germans still relied principally on the older and proved moored contact mine. Indicative of this reliance on established operational procedure is the record of U. S. Navy minesweepers during the Battle of the Atlantic: they swept 1,933 enemy mines in European waters and only 326 of them were of the influence types. All the rest were moored contact.

Although it seems likely that the Japs had access to a large proportion of weapons planned and used by the Germans in their Atlantic campaign, they either lacked the ingenuity to produce the potent influence mines or, for some inexplicable reason, they considered them unimportant as weapons. Navy minesweeper skippers in the Pacific reported that the Japs seemed to lack a working knowledge of mine warfare. Logical locations for minefields that would protect important harbors or bays were completely barren. Others, which might not have been of such value, were clogged with explosives.

Almost all Jap mines are of a standard type: moored contact, four to five feet in diameter, containing between 300 and 400 pounds of explosive and with four or five metal detonating horns. For that reason sweeping methods in the Pacific were fairly well standardized. Most suspected fields or potential invasion waters were cleared with ordinary wire sweeps but were also swept for influence mines by a method which the Navy still conceals under close security wraps.

Modern sweeping gear for moored mines appears on the surface only as a float—known as a "pig"—which resembles an airplane drop tank from which a short staff flying a red and black striped "obstruction" flag sticks up. The pig cuts along the surface far astern and to one side of the ship and marks the underwater location of the "otter"—a weighted, oblong box similar to a paravane and equipped with fins which force it to maintain a straight course approximately 35 degrees to port or starboard of the vessel. Connecting the pig and the otter is a cable known as the "float pendant," the length of which determines the depth of the sweep, usually 80% of the depth of the water in the area.

To the otter is attached the after end of the actual sweeping wire, a ⅝-inch serrated cable usually about 300 fathoms in length which, when contacting a mine cable, saws along it until the mine is cut loose and surges to the surface.

The sweep wire is connected at its forward end with the "depressor," another weighted box like the otter, which plows along below the surface just aft of the ship's stern and also forces the sweep wire to stay at a predetermined depth all along its length.

When two sweep wires are in use—one to port and one to starboard sweeping about a 200-yard path—the cables hauling the sweep gear are at-

MOROS SWEPT MINES WITH OUTRIGGER CANOES

Although the United States Navy developed minesweeping to a fine and exacting art, the Sulu Fleet of the Philippine Navy got the same results with an outrigger canoe, a manila line and a hammer or hatchet.

In the shallow waters around the Sulu Archipelago, native Moros contributed greatly to the job of clearing Jap mines and Navy men expressed their gratitude by dubbing these groups of outriggers "The Sulu Fleet."

Working in pairs the outriggers move slowly over a minefield along a certain track. The men dive overboard and swim underwater to locate the mines. Then a piece of rope is attached to the mooring cable a few feet below the mine and the other end of the line is attached to the boat. A second diver, armed with a hatchet or hammer, goes below and hacks away at the cable until it parts and the mine floats to the surface. It is then towed away for disposal.

Filipino disposal methods are much more dangerous—but sometimes more profitable—than the American way. Minesweepers generally detonate or sink freed mines with cannon fire. But the Moros can use the TNT in a mine for fishing so they generally haul the deadly globe to a beach where they crack it open with hammers or hatchets. They then remove the explosive and use smaller amounts of it to kill fish at sea.

No casualties resulted from Moro minesweeping but 15 natives were killed in the salvage operations.

tached to a three-drum winch on the ship's fantail. To each outboard drum are attached the sweep wires. Around the center drum is wound another cable connected with the depressor. All three cables are knotted together just astern of the ship so that the single depressor will pull both sweep wires down to the proper depth.

Only one other piece of equipment is used to complete sweep gear. A large V-shaped knife with sharp, steel teeth is attached to the end of the sweep wire just ahead of its connection with the otter. If the sweep wire hits a mine cable too late for the sawing process to be effective, the cable automatically slips into the knife's teeth and is cut in two.

YMSs, the light wooden motor minesweepers, have several of the knives along their sweep cables because their speed is not sufficient to enable the regular serrated wire to cut through mine cables.

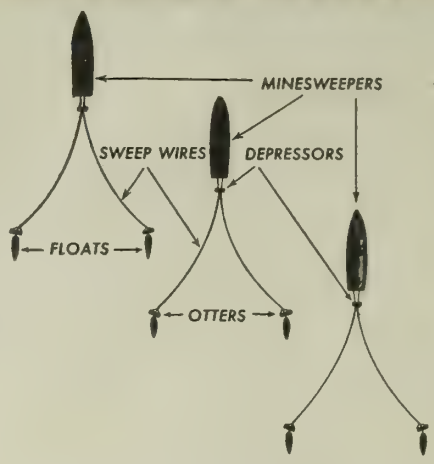
Three Formations Used

Minesweeping vessels always work in formation, usually in divisional strength of six. Three formations—wedge, protective echelon and open echelon—are used.

Wedge formation, usually employed when there is a need for speedy clearance of an area, is formed triangularly with the lead ship at the apex and others following to port and starboard, each succeeding sweeper stationed at regular intervals so that their course takes them within the path swept by preceding sweepwires. Principal drawback to this method is that it forces the lead or guide ship to move through uncleared waters each time the division turns to make a fresh pass.

Most commonly used formation is the protective echelon, or ship-to-gear.

OPEN ECHELON FORMATION



Only during the first pass is the guide ship in danger of hitting a mine for, after that, it moves within the outer boundary of the area already swept while its sweep wires in turn protect the following ships. In a starboard protective echelon sweep, each ship is stationed aft and to starboard of the vessel preceding it but within the channel cleared by the first ship's cables.

Gear-to-gear, the sweepmen's name for open echelon, is the most dangerous and least used. In this method each sweeper sails in the open without benefit of cleared channels. The ship's deploy so that their pigs overlap, thereby sweeping a larger area in a shorter time but endangering every ship in the formation. Gear-to-gear sweeping often is used at night when it is impossible to see and destroy freed and floating mines. Skippers hope that the shallow draft of their ships will protect them from moored explosives which are usually sowed to strike only deeper draft vessels.

These sweeping methods and formations were common to the three types of minesweepers in general use in the Pacific. Whether they were operating in enemy waters in preparation for an invasion or clearing harbors so that supply ships might use them safely, their tactics differed only according to enemy opposition.

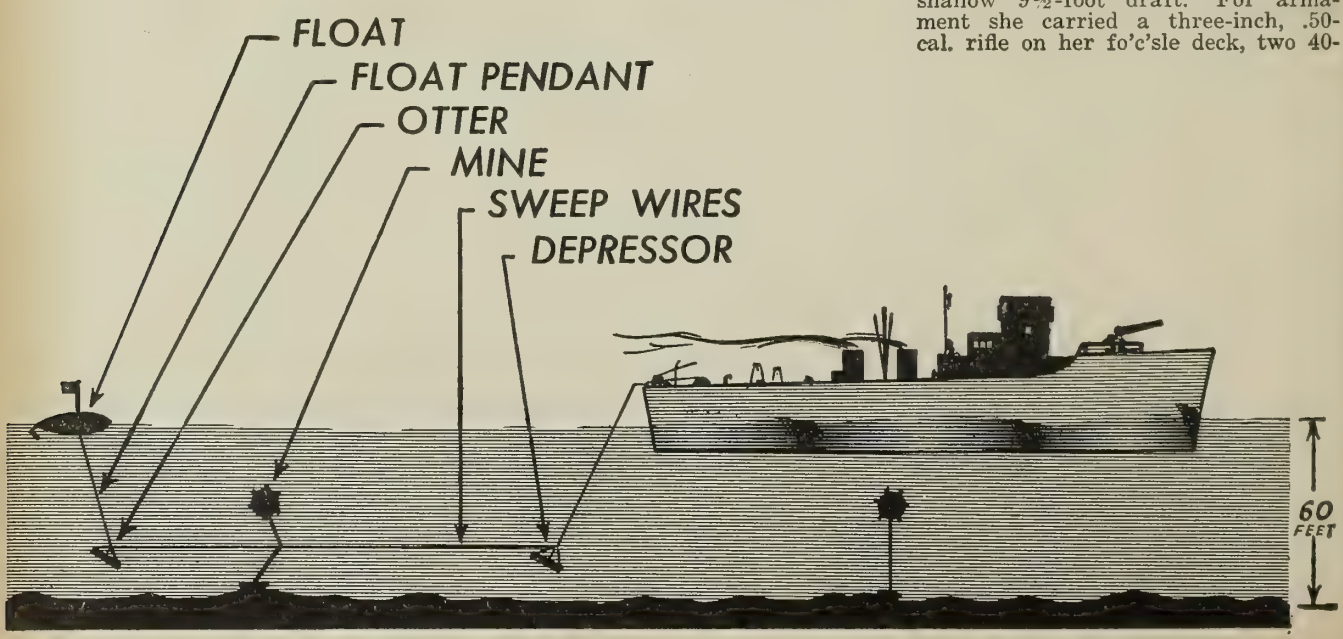
DMSs, fast minesweepers converted from old four-pipe destroyers of 1918 vintage, were the largest sweeps in operation. AMs, steel-hulled fleet sweeps in varying lengths but all approximating 1,000 tons in displacement, were used in most Pacific sweeping operations as were the YMSs—wooden-hulled motor minesweeps originally designed for coastal operations but, because of their non-magnetic hulls, found tremendously effective in clearing influence mines.

On sweeping operations where it is expected there will be large numbers of mines, each division usually is accompanied by a "destruction vessel"—a DD, DE or LCI. Its task is to destroy mines as they are cut loose so that the sweepers will not have to interrupt their main job. This ship also provides fire support for the sweeps when they are in range of enemy shore batteries or in danger of air attack.

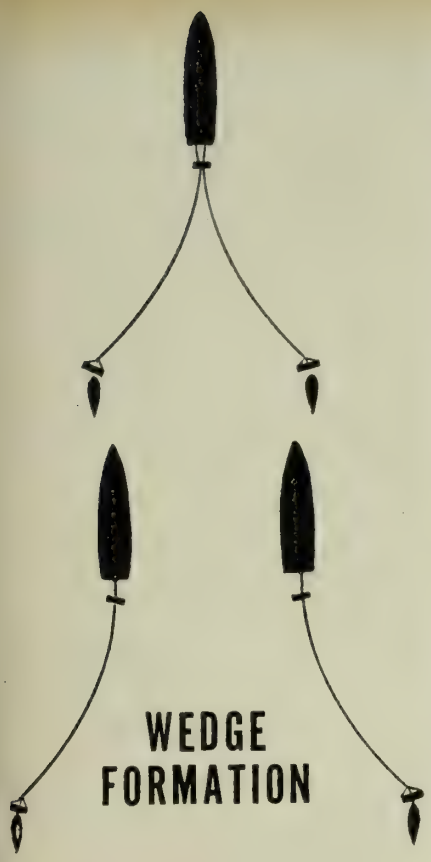
Vice Admiral Daniel E. Barbey, USN, 7th Amphibious Force commander, recently disclosed that the 35 minesweepers were engaged in sweeping more than 8,000 square miles of harbors, bays and inlets of the Philippines and Borneo, one of the biggest mine elimination jobs performed in this war. DMs, AMs and YMSs were engaged in the operations which resulted in the disposal of 1,500 mines and the loss of 12 minesweepers. USS *Salute*, one of the fleet sweepers, was in on almost every major sweep.

A Typical Fleet Sweep

The *Salute*—AM 294—was commissioned at Seattle on 4 Dec 1943. She was a typical fleet sweep: 180 feet long with a 33-foot beam, diesel engines that drove her at 15 knots, a shallow 9½-foot draft. For armament she carried a three-inch, .50-cal. rifle on her fo'c'sle deck, two 40-



SWEEP GEAR used to cut loose moored mines is shown here. Only the pig appears on the ocean surface.



mm. and six 20-mm. guns scattered about her superstructure, depth charge racks and K-guns on her fantail. As commissioned she displaced 945 tons.

First of her division to be completed, the *Salute* was tested at Kwajalein where she cleared mines from difficult shoal waters near the island, following the invasion. For a minesweeper it was a routine task.

Salute moved in with the rest of her division at Leyte in October of 1944, three days before the landings were scheduled. This was a large area to sweep and there had to be channels sufficiently large for the greatest invasion force yet assembled in the Pacific to menuver. For three days they swept, always in danger of enemy guns or aircraft, always waiting for the mines to bob to the surface. With 20-mm. they sprayed the vicious mines; some hissed, sighed and sank in a burst of yellow smoke but others exploded with a thunderous "carumph" that sent foamy towers of water swirling into the air and chunks of jagged steel screaming above the surface.

On to Corregidor

From then on — for seven long months—the sweeps were never idle. After Leyte they took on Ormoc, then Mindoro, Lingayen Gulf, Subic Bay and, the toughest of all, Corregidor and Manila Bay.

Five miles of open water separates Corregidor from Carabao. Slowed by the four-knot drag of their heavy sweeping gear, the AMs started down the broad channel, "cutting mines like mad." When 78 had been gouged from the bay, the sweeps turned back and started the nasty job of detonation. Some skippers preferred rifle fire while others relied on 20s and even 40s to sink or explode them.

Lt. John Rex Hodges, USNR, captain of the *Salute*, reported that the mines were the standard Jap contact type and that they were popping up so fast it was almost impossible to hold formation. On the first day of the sweep Jap 75-mm. batteries on both Corregidor and Carabao opened up on the fleet sweeps. A few of the shells from Corregidor landed within 25 yards of *Salute* so Lt. Parker A. Kitchell, USNR, (the gunnery officer, later exec), decided he'd had enough. He took charge of the three-inch gun and, with none of the modern fire-control devices used on larger ships to aid him, fired 150 rounds into the Corregidor emplacements. The Japs quit.

Home-Made Mines

"The Japs used one of the few bastard-type mines I've ever seen in Manila Bay," said Lt. Hodges. "Apparently they took some old oil or gasoline drums, loaded 'em half full with TNT, stuck on a few acid-type horns and moored them to the bottom. Other than the regular contact type which we swept all through the Philippines, I had seen only one other odd enemy mine. That was at Leyte."

Jap air attacks at Leyte were heavy. Besides customary bombing and strafing runs and some test flights with Kamikaze planes, the enemy also dropped floating mines.

After Manila Bay, where one MinDiv also swept American moored control mines sowed before the Jap invasion in 1941, and similar-type enemy mines operated electrically from a control post on land, the *Salute* and other sweeps in the division continued their job of clearing up other waters off Philippines shores. They swept the east coast of Luzon in March, off Legaspi and through San Bernardino Strait in April and then headed for new waters—Balabac Straits between Palawan and Borneo.

Balabac was difficult because it was narrow and long and its surface area totaled more than 400 square miles—a lot of territory to cover yard by yard. After disposing of 54 mines from the Straits and clearing the way for another invasion fleet, they headed for Borneo.

Finale at Borneo

Tarakan already had been invaded but Australian forces, intent on clamping a rigid grip around Borneo's rich oil areas, were ready for another attack. They headed for Brunei Bay on the northeast coast, just north of Miri, one of the world's most productive oil centers.

On 7 June the sweeps went in, ready for shore batteries and plenty of mines. The Japs held their fire and evidentaly reported the sweeper's activities to the homeland for Tokyo radio immediately blatted about another landing on Borneo.

The Last Pass

During the first two days of the operation the *Salute* and her sister

ships cut about 40 mines, mostly across the main entrance to the bay where a fairly thick field had been laid. They could take no chances so they moved in on another pass, deep into the bay and out. *Salute* was guide ship, leading a wedge formation to speed the job. Not far from the bay entrance a tremendous explosion shook her and—men on other ships said—lifted her clear out of the water. She shuddered and settled, her crew rattling about the decks like tenpins in a bowling alley.

When the smoke and spray had cleared they inspected the damage. A hole had been blown through her bottom and all decks up through the boat deck. Her back was broken. Nine men were dead, eight wounded. For seven hours she remained afloat, then she slipped quietly to the bottom, a year after she'd cleared her first minefield.

Two days later Australia's Diggers punched ashore seven miles from where the *Salute* lay in her watery but glorious grave.

RESERVES AT ANNAPOLIS

Nearly 150 Seagoing Veterans Enrolled in Line Course Now Offered to Reserves for First Time

AN INTENSIVE 10-month post-graduate line course for Naval Reserve officers began last month at the U. S. Naval Academy as the first step in the Navy's program to provide Reserves with military educational opportunities equal to those given Regular Navy officers.

A professional naval education was one of the points included by Secretary Forrestal in a statement for ALL HANDS last month (p. 67) in which he outlined what the Navy intends to offer Reserve officers.

Selected from a group of nearly 800 candidates, the class comprises nearly 150 veterans of the war at sea and is the first made up entirely of Reserve officers. Officers enrolling in the class had to indicate their willingness to continue voluntarily in the Naval Reserve for 10 years. Many have already declared they will request transfer to the Regular Navy if they successfully complete the training.

Completion of this course is not in itself a qualification for transfer to the Regular Navy. Transferring officers must, of course, meet such other requirements as the age and physical stipulations. However, the education offered is designed to give graduates the professional training necessary to place them on equal footing with the regular officers if they transfer or to prepare them for continuation in the postwar reserve.

The course gives enrollees a stiff curriculum of 28 hours a week, about twice that of the average college. Subjects taken up will include electricity, electronics engineering, naval engineering, damage control, navigation, seamanship, ordnance and gunnery, maneuvering board, communications, tactics, meteorology, military law, military character, organization and administration. Physical education is compulsory, also.

The course aims to give the officers in slightly less than one year what in normal times would be extended over a two and a half year period.

During the latter part of the course, the students will go aboard small craft to work out task force problems in Chesapeake Bay. After graduation (set for 8 June) they will tour various other naval training activities while awaiting their new assignments.

The officers vary in age from 22 to 35, the average age being 27, but nevertheless all are seagoing veterans. Many were detached directly from their ships to attend the course, and a few literally came all the way from Japan's home waters in a week's time.

Picked from a group of nearly 800 candidates, these officers have seen service on almost every type of fighting and auxiliary ship afloat. About 25% came from duty aboard destroyers, 13% from submarines, 9% each from cruisers and destroyer escorts, 8% each from carriers and minesweepers, 7% from battleships and the rest from landing craft, Armed Guard vessels, and shore stations.

Vessels prominent in their service records include the *Princeton, Helena, Bogue, Alabama, Arizona, Trigger, Massachusetts* and *Shangri-La.*

Fifty-four of the officers have been given awards or commendations. The most decorated is Lt. Richard S. Garvey, USNR, 27 years old, who has received four Silver Star Medals and wears the Presidential Unit Citation for outstanding submarine duty.

Chosen at random, these four officers represent a cross-section of the class and of personal reasons for requesting training:

Lt. Comdr. Warren C. Boles, USNR, of Marblehead, Mass., who is 35 years old, has been a yacht broker and a sports writer, and has known the sea since he was "knee high."

He considers the line course "a very good break as the Navy is the best opportunity for a person who likes sea life." He is married, has two boys, and likes the security of the Navy.

On active duty in the Naval Reserve since 1939, Mr. Boles has amassed a total of 63 months' sea duty. He has served on the *Helena* and the *Vincennes.* He wears the Navy and Marine Corps Medal, the Purple Heart, the Navy Unit Commendation Medal and the Naval Reserve Medal.

Lt. Robert H. Alexander, USNR, 25 years old, of San Francisco, comes by his love of the Navy naturally, his father being a retired naval officer.

"I've always liked military life," he says. "I was in the National Guard in New Hampshire. I've always felt that the armed services are essential to the good of the state. I would have gone into the Navy after high school, but my family was moving around a good deal and it was hard to decide then."

He attended the University of New Hampshire for two and a half years before taking his Navy indoctrination at Northwestern University in 1940. With a total of 55 months' sea duty, Lt. Alexander has served on the *Shangri-La,* the *Chester* and the *New Orleans.*

Lt. John F. Jones, USNR, of Chatsworth, Ga., 23 years old, has been in the submarine service ever since he finished the USS *Prairie State* midshipman training in 1941. With 40 months' duty aboard undersea craft of the fleet, he has been awarded three Silver Star Medals, the Bronze Star and a letter of commendation.

RESERVES BEGIN general line cours

"Some outside jobs may pay higher," Lt. Jones believes, "but I'm satisfied with Navy life and the career it offers."

Lt. (jg) Thomas M. Lemon, jr., has been on active duty ever since he took his degree in chemistry at the University of Texas in 1943. He had been in the NROTC while at the University, and subsequently completed his officer's indoctrination there.

He has served on the USS *Richmond* for two years. Now not quite 23 years old, Mr. Lemon feels that he has progressed far enough in the service to make him desire to continue on.

He considers the Navy a "good life" and further feels that he is more

Official U. S. Navy photograph

the U. S. Naval Academy Post Graduate School. An instructor is shown here pointing out a maneuvering problem.

familiar with it now than the chemical engineering he started out for.

The officers in the postgraduate course hail from 30 states and the District of Columbia. Their aggregate sea duty is approximately 450 years, and this despite the fact that few went to active duty before late 1941. About 70% are married.

Their civilian backgrounds cover a range of pursuits, among which are law, teaching, accounting, advertising, reporting, library work, life insurance, department-store management, chemical engineering, and designing. A number have been in the steamship business and the merchant marine.

One officer had been with the Standard Oil Co., another a draftsman at the Naval Gun Factory in Washington, another a field executive of the Boy Scouts of America, another a banker and later a railroad man, still another ran a garage. A few had seen Army service.

A great number entered the naval service immediately after college. The colleges and universities they come from are large and small, scattered far and wide: Harvard University, North Georgia College, Alabama State Teachers College, the University of Richmond, Bucknell University, and Ohio State are but a few.

Those eligible for the course were lieutenant commanders under 36 with a minimum of four years' sea duty, lieutenants under 31 with at least two and a half years' sea duty, and lieutenants (jg) under 29 with a minimum of two years' sea duty. More than 100 of the present group are lieutenants.

In explaining the purpose of the course, Vice Admiral Randall Jacobs, USN, Chief of Naval Personnel, stated:

"The course presages an extensive and immediate program for the benefit of Reserve officers in contrast with World War I when such activities did not get under way until after cessation of hostilities.

"Although the size and composition of the postwar Navy have not been fixed by Congress, it is assumed that a considerable expansion of the Navy establishment will be necessary. The Academy experiment is considered the first step toward assuring Reserve officers who transfer equal opportunity with each other and with Regular Navy officers."

Capt. H. A. Spanagel, USN, is head of the Post Gradute School at the Academy, while Comdr. C. L. Steiner, USN, is in charge of the line course.

THAT INSURANCE OF YOURS

Should You Convert? When? What's the Best Plan For You? Here Are the Answers on Your NSI Policy

MEN now in the service have been thinking and hearing a good deal about the privileges and rights they will enjoy as veterans when they return to civilian life. One of the most important privileges is that you can keep your National Service Life Insurance policy after you leave the Navy, and arrange to convert it to a permanent form of insurance when you are ready.

(Of course, if you're staying in the regular Navy, the same applies.)

Anyone who has made a study of life insurance will tell you without hesitation that men in the service get a wonderful bargain in life insurance from the government. Briefly here are some of the reasons:

• **Low cost.** The government pays all losses due to the extra hazards of service plus all of the expenses of administration. This reduces the cost to you.

• **No restrictions.** Regardless of the job a veteran takes in civilian life—whether he takes up aviation or becomes a deep-sea diver—the extra hazards do not affect his National Service Life Insurance because it was issued without restrictions as to residence, travel or occupation.

• **Dividends.** It is quite likely that NSI policyholders will receive dividends in the future, as declared by the Veterans Administration. Any dividends paid will of course reduce even further the actual cost of the insurance.

• **Your own needs.** Everyone needs life insurance, just as everyone needs food, shelter, clothing, medical attention and other types of protection. But life insurance is like a life preserver—you can't delay getting it until the emergency occurs when you *have* to use it. This fact is particularly important to the man who may have acquired physical disabilities while in the service. These disabilities may prevent him from getting more insurance in the future and it is vitally important for him to keep the protection he already has.

Your Present Policy

Now, let's consider a few details about this insurance. First, your present policy (unless it has already been converted) is *term* insurance. If it was issued effective before 1 Jan 1946 it can be *kept* as term insurance for eight years from the date it was taken out. The fact that a man leaves the service during this eight-year period doesn't make any difference. He doesn't *have* to change his policy until the end of the term period whether he goes out or stays in.

While in service, you signed an allotment of pay which authorized the disbursing officer to deduct your premium each month from your pay, and the Navy Department then sent it to the Veterans Administration. In order to continue the protection in force after you leave the service, you must start sending in your premiums by direct remittance. Premiums may be paid by check, money order or bank draft, payable to the Treasurer of the United States and mailed to the Collections Sub-Division, Veterans Administration, Washington 25, D. C. The first payment should be made in the first month following your discharge. Failure to continue payments when due will result in lapsed insurance.

The 3 Permanent Plans

Of course, even though the policy can be continued with its low-premium rate on the term plan, most men will eventually want to make a change to a permanent plan. The three types of permanent insurance are:

1. Ordinary Life.
2. 30 Payment Life.
3. 20 Payment Life.

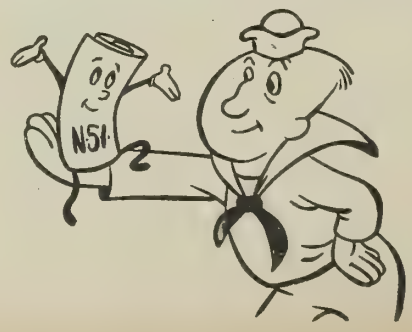
Here's an illustration of the difference between term or temporary insurance and these permanent plans. Term insurance is like *renting a house.* You pay rent, you enjoy the comfort and protection of the home, just as if you owned it. But at the end of the lease when you move out the landlord doesn't give you back any of your rent payments.

Permanent insurance is like *buying the house.* At the end of 20 years on a 20 Payment Life policy you own your "life insurance" house. There are no more payments or "rent" to be made. This is also true after 30 years on a 30 Payment Life and on a somewhat different basis for Ordinary Life.

Premiums depend on the plan selected. The 20-payment plan has the highest premium because the purchase of the insurance is completed in the shortest period. Ordinary Life has the lowest premium of the three.

Which Plan for You?

The big question facing most men on their insurance as they return to civilian life is "How much permanent life insurance do I want and need and what is the best plan for me to choose?"



The answer to this involves many factors and, except in certain instances, the question cannot be answered at the time a man leaves the Navy. The plan and amount selected depend on the kind of a job you will have in civilian life, your income, your dependency situation and how much money you can reasonably afford to invest in life insurance each year. You can keep the full $10,000 or you can keep any part of it in even multiples of $500, but not less than $1,000.

It's usually best to delay this important decision until you're back in civilian life and know what your job, income, etc., will be. However, if you already know this and decide to make the change immediately, you can make the arrangements through your Navy Benefits and Insurance officer.

Here's a specific illustration of the monthly premium for $10,000 on each of the three plans, based on age 25:

Plan	*Monthly Premium for $10,000*
20 Payment Life.....	$21.20
30 Payment Life.....	16.70
Ordinary Life	13.70

The term insurance premium a man of 25 would pay for the same amount of protection is $6.70. Actually, however, over the long pull the permanent insurance will have a *lower net cost* because a part of every premium then goes into the cash value which is the personal property of the insured. (During the war, term insurance was more suitable since during an emergency period of unusual hazards combined with a loss of earning power it afforded the maximum protection for the minimum outlay.)

For a man on a restricted budget who needs as much insurance protection as he can possibly secure for his family, Ordinary Life is often considered a desirable plan to choose. While it is true that you have to pay premiums for life if the face amount of an Ordinary Life policy is kept in force on a premium-paying basis, it is possible to stop premium payments and take a paid-up policy for a lesser amount whenever you feel that your need for the full amount has diminished.

For instance, a man aged 25 takes out $10,000 Ordinary Life. He buys it at a time when his expenses are high and his income low . . . the very time when protection is most essential. By the time he reaches age 65, his children have grown up, he is ready to take it easy. At that age his $10,000 Ordinary Life policy can be exchanged either for approximately $8,000 of fully paid-up life insurance (with no more premiums due) or he can take the cash value of $5,700.

However, for the man who happens to be in a position where he can afford to invest more money in life insurance each year, then 30 Payment Life or 20 Payment Life will likely have the

greater appeal. Each of these has the advantage of becoming fully paid-up for the full face amount after the designated number of years. You're paying premiums only during those years when you're normally at your peak earning capacity. Because the amount invested is higher, these plans also offer somewhat higher cash values than Ordinary Life.

Fortunately, a man leaving the service doesn't need to make up his mind at once. He has plenty of time to consider all of these facts—and should wait until he will know what financial obligations he can safely assume and still provide adequately for the support of himself and his dependents.

Other Privileges

It should be mentioned that *all* permanent plans contain the "paid up" privilege just described for Ordinary Life. This provides a safety valve for almost any possible future emergency.

Another choice for a man unable to continue premium payments is to let the insurance protection continue under what is called "extended term insurance." Under this option the *full amount* of the policy stays in force but for a *limited period* of time, depending on how long the policy has already been in force. Either of these options is available after one year's premiums have been paid.

After a National Service Life Insurance contract is converted to a permanent plan it begins to accumulate a loan value (equivalent to 94% of the cash value of the policy). This loan value is an extra security in an emergency since, if necessary, you can borrow on it either to secure cash or to pay premiums.

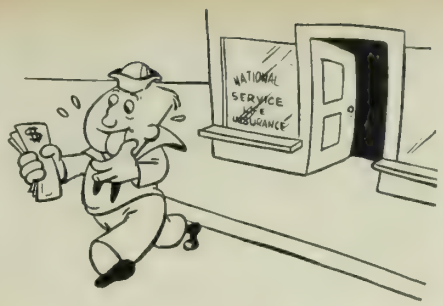
Disability Protection

A further safety valve for future emergencies is the disability clause contained in every National Service Life policy. Uncle Sam provides this disability protection free of charge. Total disability is "any impairment of mind or body which continuously renders it impossible for the insured to follow any substantially gainful occupation." Anyone who becomes so disabled at any time before reaching 60 while his policy is in force on a premium-paying basis may submit a claim to the Veterans Administration for waiver of premiums after the disability has continued for six or more consecutive months. Many men who have been injured and disabled in the service have already, upon application, received a refund of premiums under this provision.

One caution: never stop paying your premiums, even though disabled, until Veterans Administration has advised you that your claim is approved.

Paid as Monthly Income

One question often asked is, "Now that I am leaving the service will the policy still be paid as a monthly income to my beneficiary in case of my death?" The answer is yes. There are two options under which NSI can be paid to a beneficiary and each provides a monthly income. (Note: next



month's ALL HANDS will carry an article discussing these two options.—ED.)

Experience both in government and private life insurance shows that an income settlement is usually most satisfactory for the average beneficiary. A widow is faced with enough problems without having the additional worry of how to invest, safely and prudently, a sizable sum of money. There have been occasions where a widow has been left with sufficient insurance to care for a family, but since it was paid in one sum, the money was soon gone—either through poor investments, or unwise advice from relatives and friends. It should also be kept in mind that a widow's income may be supplemented by Social Security payments, by whatever additional private life insurance her husband owned, and quite possibly by pension as a dependent of a war veteran.

Three Conversion Options

Some men want to know whether it is possible to salvage, so to speak, the time they've already been paying under the term plan and thus get some privileges for the premiums already paid.

The answer is "yes." At all times, after one year and before the end of the specified term or span of existence of his low-premium contract, every policyholder has a *three-way option* when it comes to conversion.

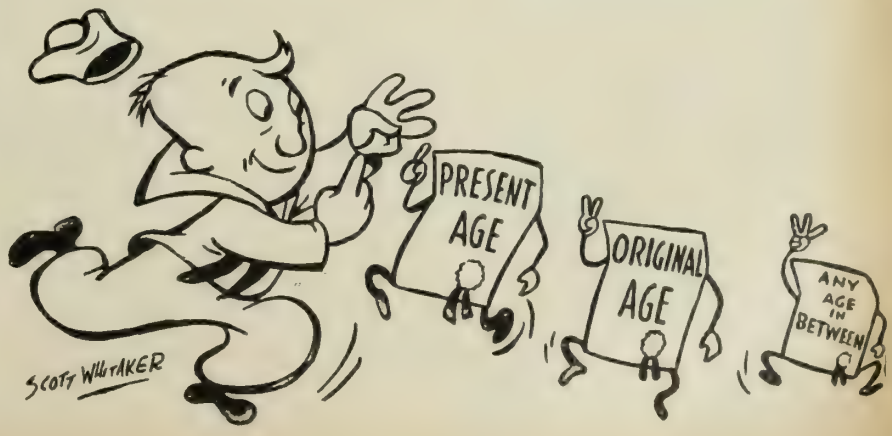
(1) *He can begin the new plan as of the time he converts and at the rate for the age he has then attained.* For example, he first purchases the insurance at age 21 and waits until he is 25 to convert, say, to Ordinary Life. The new policy will be effective from that time on, and his premiums will be based on age 25 ($1.37 per month for each $1,000 of insurance).

(2) *He can "date back" the converted insurance to the original effective date of the "term" insurance and base his new premium on his age at that time . . . by making payment of the reserve on the new policy.* Take a concrete case. A person first purchases the "term" insurance at age 21, waits until age 25 to convert, but wishes to make the new contract effective as of his original age of 21. We'll suppose he has chosen an Ordinary Life plan for his new contract. Now, in order to date the new plan back to age 21 and have the premiums based on *that* age, instead of 25, he must pay at one time, when he converts, the amount of "cash value" or "cash reserve" that an Ordinary Life policy *would* have accumulated if he had been carrying it for those four years, i. e., from age 21 to age 25.

In other words, he creates by a single stroke, through his cash payment, the "reserve value" that builds up under an Ordinary Life plan which is begun at age 21 and on which premiums have been paid to age 25. The cash payment is roughly the difference in the premiums (plus some interest) between the "term" plan and the new plan for those four years involved. A Benefits and Insurance officer can compute the exact cost for you.

Of course, this conversion calls for a cash outlay of some size. In our sample case of "age 21-25," for example—which involved converting from the term-plan to the lowest premium permanent type (Ordinary Life)—the lump-sum cash payment would be $30.76 for each $1,000 of insurance concerned. But if the policyholder has some savings, he can take advantage of this type of "dated-back" conversion. Or he could use some or all of his mustering-out pay for this purpose.

The value of a retroactive conversion to most policyholders, if within their financial reach, is obvious. For one thing, a lower premium is payable since it is based upon an earlier age. In our "age 21-25" case above, the insured would then be paying Ordinary Life premiums based on age 21 ($1.25 monthly per $1,000 of insurance) instead of the premium for his attained age of 25 ($1.37 monthly). Moreover, he will have put four years of payments behind him, and he will have from the day he makes the



WHAT DOES IT COST TO CONVERT?

Table below shows the comparative monthly premiums for the type of *term* insurance most Navy men are now carrying, and for the three forms of *permanent* insurance to which they will eventually want to convert.

Although monthly premiums are shown here for easy comparison, premiums may also be made quarterly, semi-annually and annually, with slight savings in each case if you do so.

For details on the various ways in which you can convert, including cash payment for "converting back," see the accompanying article, p. 29, column 2.

MONTHLY PREMIUMS PER $1,000 INSURANCE

Age	Present "Term" Premium	Ordinary Life	30-Payment Life	20-Payment Life
20	.65	1.23	1.54	1.96
21	.65	1.25	1.56	1.99
22	.66	1.28	1.59	2.02
23	.66	1.31	1.61	2.05
24	.67	1.34	1.64	2.08
25	.67	1.37	1.67	2.12
26	.68	1.41	1.70	2.15
27	.69	1.44	1.73	2.19
28	.69	1.48	1.76	2.23
29	.70	1.52	1.79	2.27
30	.71	1.56	1.83	2.31
31	.72	1.60	1.87	2.35
32	.73	1.65	1.90	2.39
33	.74	1.69	1.95	2.44
34	.75	1.75	1.99	2.49
35	.76	1.80	2.03	2.53
36	.77	1.85	2.08	2.59
37	.79	1.91	2.13	2.64
38	.81	1.98	2.18	2.70
39	.83	2.04	2.24	2.76
40	.85	2.12	2.30	2.82
45	.99	2.54	2.67	3.18
50	1.27	3.12	3.20	3.67

conversion a cash "reserve" on which he can call in an emergency.

Choice of Dates

The third possibility is merely a variation of the second just outlined:

(3) *Instead of "going back" all the way to the original date of the term insurance, a policyholder can choose any date on which a premium has become due between that time and the present . . . again, by making a cash payment on the new policy.* For example, he has purchased term insurance at age 21 and decides to convert when he is age 25. For one reason or another, he is unwilling or unable to make the cash payment required to convert all the way back to age 21, but he does wish to "date back" the new plan for at least some time. He can consequently choose any date on which a premium has become due between the original date and the present—for instance, age 22, 23 or 24.

If an insured chooses one of the other two "permanent" plans of NSI, i. e., 30-Payment or 20-Payment Life, the "reserve" necessary for a "dated back" conversion will be greater, because these are higher-premium policies whose "cash values" are correspondingly higher.

Changing Beneficiaries

Another frequent question is, "How do I name a new beneficiary or change a beneficiary already named?" It is only necessary to complete a change of beneficiary form, sign it, and return it to the Veterans Administration, Washington 25, D. C. If it isn't possible to return one of these forms, the Veterans Administration will accept a written request from the insured if it is signed by him, dated, and includes all the necessary information needed to identify him. Under present law you may name any of the following as beneficiaries: your wife; your children (including an adopted child, stepchild or illegitimate child); your parents (including parent through adoption or someone who took the place of a parent); and your brothers or sisters. If the experience after World War I is any guide, it's possible Congress may now amend the law to provide for a wider choice of eligible benficiaries.

Private Life Insurance

Many men leaving the service are also looking for a word of advice about their private life insurance. If premiums have been paid by allotment of pay, it will be necessary for you to resume payment of premiums by direct remittance to the life insurance company after you leave. This should be done without delay to avoid any risk of the insurance lapsing.

Some men have had the premiums on private life insurance deferred under the provisions of the Soldiers and Sailors Civil Relief Act. These premiums must now be paid after they leave the service, although it isn't necessary to do it immediately. Each man has a grace period of two years after leaving the service in which to get his back premiums paid up.

In any event, the best thing to do is to write to your insurance company, tell them you're being discharged from the service, and ask for their suggestions and advice about your policy.

Summing Up

To wind up, here's a brief review of some of the essential facts a serviceman should know about National Service Life Insurance as he returns to civilian life:

- Whether in or out of the Navy, you have a government life insurance contract. Whether you keep it as term insurance or change it to a permanent plan, the policy remains government insurance. It will not be turned over to some private company after you leave the service.

- To keep this valuable policy in force, you must start sending premiums to the Veterans Administration after your discharge. You should not wait until you get a notice that a premium is due. The address is: Collections Sub-Division, Veterans Administration, Washington 25, D. C.

- You don't have to convert right away. You can do it any time before your eight-year term insurance policy expires.

- After you convert your policy to a permanent plan, it begins to acquire permanent cash and loan values. These enable you to hedge against almost any type of emergency that may arise in the future.

- If you want any information on your policy while you are still in the service, see your Benefits and Insurance officer. If you need any information after you get out, just write the Veterans Administration in Washington or to its nearest local office.

WHAT'S IN A NAME?

SCHOONER

It is said that in 1713 Captain Andrew Robinson, a famous shipbuilder of Gloucester, Mass., had a vessel of a new type on the stocks, and up to the date of her launching he could not decide what to name her nor how to describe her.

As she left the ways, a bystander cried, "Isn't she beautiful. Look how she scoons!" Scoon, a word of Scandinavian origin, meant to skip or skim over the water.

When Captain Robinson heard this compliment for his ship he said, "A scooner let her be."

Although in early New England records the word appears originally to have been written "scooner," an "h" got added to it later.

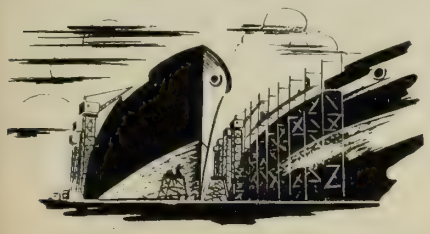
VETERANS AT WORK

War Manpower Commission's State-by-State Survey Shows Trends in Employment of Returned Servicemen

IDEAS as to how veterans of this war are returning to civilian employment are many and varied. According to the War Manpower Commission, any innocent bystander listening to the variety of contradictory opinions would hear that (1) veterans are settling down in their pre-service jobs; veterans are a job-hopping lot; (2) veterans have lower absenteeism and turnover rates; also, higher; (3) veterans want their jobs in their own home communities, and veterans have the travel itch.

What are the facts? To try and find some answer, WMC recently queried the men whose task it is to find jobs for veterans—WMC's Veterans' Employment Representatives, located in each State office of the United States Employment Service. The survey was made this year, a few months before Japan surrendered. Here is a summary of their replies:

- Most discharged servicemen were seeking jobs in their home communities; those seeking jobs elsewhere were attracted mainly to the West Coast.
- About half return to their former employer, although only from 10 to 25% want to return to their old jobs. Most are looking for new jobs because skills gained in the service have opened new avenues of employment, family responsibilities have increased to such an extent that the pre-service job is financially impossible, or the service position was on a higher level and paid more than the pre-service job.
- Very few veterans are seeking additional training at this time; most want to become wage earners immediately. Younger veterans, however, show a great deal of interest in continuing their formal education.
- Many communities are operating under some type of cooperative plan to help veterans reestablish themselves.
- Many veterans seek to take advantage of skills picked up in the service, but some find that their service-acquired skills have few counterparts in civilian industry.
- As to whether veterans present employment problems, opinion was divided. Some state that employment problems, turnover and absenteeism among veterans are the same as among nonveterans; others state that many veterans who are employment problems now had difficulty holding a job before they came into the service;



still others maintain that turnover and absenteeism rates are higher among those veterans who are holding unskilled jobs.
- Almost all employers show willingness to hire veterans and to participate in community programs.
- Veterans who left jobs to enter the armed service know what jobs they want, and—in many instances—where they can find them. Veterans entering the labor market for the first time need patient, effective counseling.
- Most veterans took "postwar" jobs rather than war jobs, either to get as far away from the war as possible or for security. Those who took war jobs did so either from a patriotic urge or the attraction of high wages.
- Few veterans are accepting vocational rehabilitation for service-connected disabilities because jobs which they can perform are plentiful and they want to become wage earners as soon as possible.
- Veterans who were white-collar workers and had relatively high-salaried jobs are returning to them; others want "heavy" jobs because of the higher wages, or outdoor occupations because of their liking for outdoor life as experienced in the service.

Individual comments by Veterans Employment Representatives from several states:

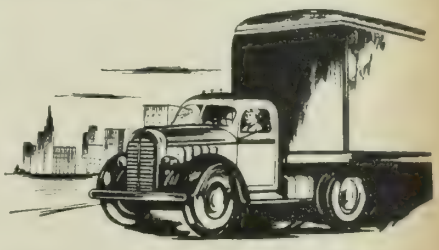
Oklahoma: "Through the press, wisecracks over the radio, and conver-

sations with men returning to duty after furloughs, many servicemen are convinced that civilians are living a life of ease with fantastic incomes. A serviceman seldoms hears of a war worker making less than $100 a week. . . . No one has suggested that there may be stiff qualifications for such jobs that do exist, that past experience is necessary. When veterans with fixed ideas are exposed to ordinary job openings and wages, they are inclined to believe that someone is holding out on them."

Connecticut: "A number of veterans who decided to return to work soon after discharge, intend to take advantage of education or training privileges at a later date. . . . A few examples where Army and Navy training has been utilized in civilian employment include: an EM3c who was placed as an electrician; veterans placed as auto mechanics because of service training in this field; first-aid man placed in the hospital of an industrial concern; radio mechanic and aerial gunner (TSgt) placed as trouble shooter on communications equipment."

North Dakota: "We find that most of the veterans are primarily interested in permanent jobs rather than immediate but temporary war jobs. Civil Service attracts them since it appears to offer lifelong security."

Missouri: "Surprisingly few returning veterans are asking for additional training at this time. Those who do ask for training favor the apprentice courses where their apprenticeship scales together with Government allowances add up to a fair sum compared to the monthly allowance for other educational pursuits. . . . The trend is 'work now while manpower is



needed and leave the training until later.'"

Pennsylvania: "We have found the veteran who is a problem after placement to be the exception rather than the rule; that employers, although their publicity on the subject is sometimes misleading in its optimism, are receptive to veterans; that interested agencies are anxious to coordinate their activities and to cooperate with each other; and, finally, that a genuinely sincere public interest exists which if intelligently nurtured will assure that 'maximum' of service held out to veterans in the GI Bill of Rights."

Texas: "Some veterans who had done inside work prior to military service have found that outdoor life is much more healthy and on the basis of their training in the service are now seeking outdoor employment. . . . In general, the majority of veterans are interested in securing jobs with postwar security."

California: "Veterans are returning to or staying in California in ever-increasing numbers. At present, 43.3% of all hospital dischargees are giving California addresses. At the Camp Beale Separation Center in California, dischargees who give California addresses run as high as 87.5%. . . . To date, over 100 Community Veterans Employment Councils have been organized."

Washington: "Only a few veterans want additional training now. A considerable number have applied for it but they want to accumulate a cash reserve. This is true whether the veteran is entitled to GI training or rehabilitation. Practically all of those who had acquired a high degree of skill before leaving the service want to continue in that trade or profession when they get back. For instance, the Wenatchee USES office placed a veteran with a cook's rating as a meat cutter in a local store; he is manager of the department today. The Tacoma office has placed as a refrigerator serviceman an ex-sailor who took a Government course in refrigeration while in the Navy. A veteran who studied radar for six months in the Navy was placed by the Vancouver USES as a journeyman radar technician."

LEARNING WHILE WAITING

Many Courses Available to Help You Get Diploma Or To Better Your Qualifications for a New Job

TIME on your hands? With the fighting over, you may be among those who will have more off-duty time while you await your turn for demobilization. If you are, the Navy's Educational Services Program, now being expanded and adjusted to meet this situation, is a bet you won't want to overlook.

Here are ways in which you can use the program and your spare time to your advantage:

- If you look forward to plying a trade after your discharge you can get vocational training now.
- If you lack a high school diploma or a college degree you can take courses to give you credits you need.
- If you have a degree and want to broaden your educational qualifications for a better civilian job, you can study in any field you choose.
- If you've been in the service a long time you can catch up on current developments as a means of orienting yourself in the postwar world.
- If you want vocational and educational advice you can get it from a person who will consider your individual problem.
- If you have a hobby, this will give you a chance to ride it.
- If you're just looking for a constructive way of spending your free "waiting time," this'll do it.

The First Step

Whatever your interest in further education may be your first step will be to get in touch with the educational services officer at your ship or station. You'll find one more easily because under the expanded educational program now being put into effect every station having 2,000 personnel will have one educational officer assigned to it, and stations with higher complements will have additional officers and men detailed to them.

Capital ships, which have never had a full-time officer assigned to educational duties, are included in the list of billets, and naval hospitals within the continental U. S., which have a ratio at present of one educational officer for each 500 patients, will share in the expansion. Every U. S. Naval Personnel Separation Center will have at least one educational officer.

Where no educational services billet has been established, the commanding officer has been directed to assign an officer to this work as collateral duty.

Wide Choice Offered

In case you need extra credits for your diploma, you'll find that the available courses cover all the standard subjects. But whether it's to complete your formal education, to give you vocational training, to fill you in on a hobby or merely to amuse you, you're likely to find your choice.

Judging by the demand for textbooks distributed by the Educational Services Section of the Bureau of Naval Personnel the first six months of this year the most popular subjects seem to be: mathematics, business, science, social studies, mechanical training, English, foreign languages, literacy training, and agriculture.

In addition to these class-room courses, you'll also have the opportunity to enroll in the correspondence and self-teaching courses offered by the U. S. Armed Forces Institute (USAFI). This joint Army-Navy school has its headquarters in Madison, Wisconsin and nine branches located throughout the world: Pearl Harbor, Manila, Calcutta, Noumea, Panama, San Juan, Seattle (Alaska branch), London, and Rome.

These correspondence courses give you an even wider list of subjects to choose from. In the catalogue of the Institute, there are listed 250 different courses at levels ranging from elementary school to college. You'll find as widely varied titles as these:

"The Short Story," "Business Law," "Marine Engineering," "The Victorian Age in English Literature," "Plumbing and Gas Fitting," "Spherical Trigonometry," "News Reporting," and "Foundry Practices."

You can make your application for the Institute's courses to the educational services officer or to USAFI headquarters, Madison, Wis., or USAFI branches.

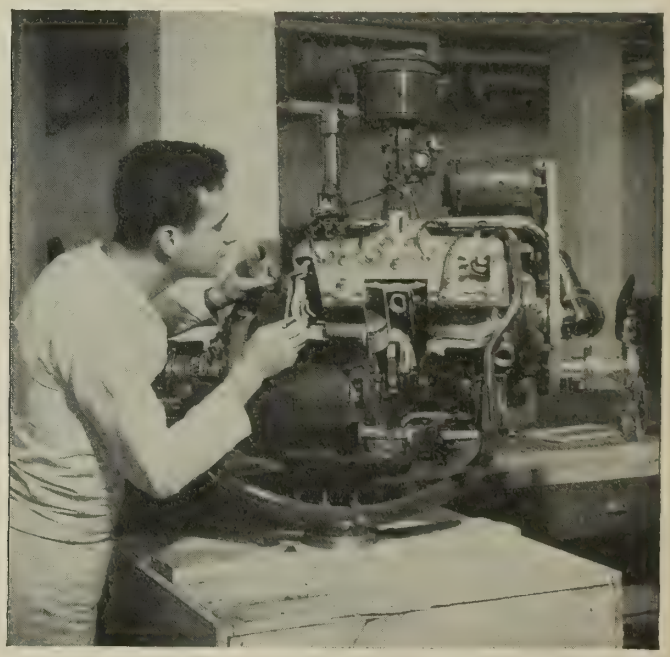
You'll pay an initial fee of $2.00 for the first course, but if you maintain satisfactory progress no fees are required for additional courses.

Besides the Institute's own offerings, 85 colleges and universities offer through the Institute an estimated 7,000 correspondence courses covering between 350 and 400 subjects of high school and college caliber. For these university extension courses you'll have to pay one half the cost of each course and the government will pay the remaining half provided that its contribution is no more than $20.

Postwar Orientation

Aside from the class work there is the orientation program, expanded and adjusted to the demobilization period. This will give you an opportunity to

EDUCATIONAL SERVICES help a man fill in wartime gap in learning, improve his chances for postwar employment.



Official U. S. Navy photographs

SAILOR STUDIES cutaway motor at St. Albans naval hospital. Hospitals in U. S. will get more E. S. officers.

Official U. S. Navy photographs

ORIENTATION classes help men follow and understand news developments. Newsmaps are part of E. S. program.

ABOARD SHIP educational officer advises men about USAFI courses. Catalogue features 250 different courses.

brush up on developments and help you understand the problems you'll meet in the postwar period.

Most of the same orientation media that were used to keep you up on the war's progress and issues will continue to be used: discussion groups, maps, photographs, pamphlets, and motion pictures. These are open to everyone and you'll be kept informed what's coming by your bulletin board.

The educational and vocational counseling service is another important part of the program that may be of help to you. It's the job of the officers concerned with this field to advise you, on the basis of your background, interests, talents and future job preference, what courses to take in order to achieve your goal.

Getting the Credit

If you want any of these educational activities you plan to make use of in the next few months to serve as credits applied toward a high school or college diploma, the procedure is a simple enough matter of filing a request. Your educational services officer can show you how.

The Navy itself is not authorized to award high school or college credits. However, it can help you toward getting them by sending a record of your service studies, including military training and duties, to any school you select. Most high schools, colleges, and universities will credit you with some points toward a diploma or degree.

For example, if you've ever gone to boot camp or indoctrinational school, taken a training course for advancement in rating, or even just performed your naval duties long enough to gain useful experience, you may find that you can get academic credit in high school or college when you return to civilian life.

If you were within striking distance of a diploma when you entered the service you may even find that you have enough credit now to put you over the top. In any case your naval experience may have helped you accumulate enough credits to help make up, in some way, for some of the time you lost while out fighting.

The plan for giving you this credit rests upon a series of evaluations, in scholastic terms, of the different courses and experiences of service personnel. These evaluations were made by civilian educators, and have been made available in printed form to all academic institutions. They are not binding upon the schools, but constitute recommendations to them as to how much credit should be allowed.

Under these recommendations, if you are an enlisted man who had recruit training you may be granted as much as half a year's high school credit for your work in the Navy. If you are an officer with eight weeks of indoctrination you may receive three semester hour credits in a university.

To take advantage of this phase of the educational program, details of which were announced in BuPers Circ. Ltr. 349-44 (NDB, 30 Nov 1944, 44-1323) you apply on USAFI Form 47. After being certified by an officer appointed by your commanding officer the application is then mailed by him to the school you choose. The school returns it with information showing how much credit they give you for your naval experience, and perhaps with recommendations for additional courses to be taken, if you are still remaining in the service for a while. Copies of this form may be obtained from your educational services officer.

The First Experiment

Aware that 70% of its enlisted personnel had not completed high school, the Navy on 1 Sept 1942 placed in operation the first Educational Services Center at Guantanamo Bay, Cuba, largely on an experimental basis. This base was a good testing ground as its complement was large, its location remote, and leisure hours went begging.

The response to off-duty instruction of things non-military was so enthusiastic that during the next four months similar centers were opened in Iceland, Bermuda, Puerto Rico, Trinidad, Ireland and at three bases in Alaska. On 3 Feb 1943 the Educational Services Section was formally established.

Classes have been and still are being held in a variety of buildings and ships, from Quonset huts to more or less permanent structures, from battleships to minesweepers, with officers and enlisted men acting as teachers.

The typical class meets two to three times a week, for one or two hours, over a period of from six weeks to six months. Average enrollment has been about 20 students to a class, and statistics show that about 65% of the students who enroll have actually completed their classes.

Pretentious names are carried by some of these schools which have boasted a total enrollment of 250,000 persons in the past 12 months. There is the "University of Midway," "Adak Academy," the "College of the Aleutians." And on the other side of grandeur, "Snaf U" at Guantanamo Bay.

These two excerpts from letters illustrate what the program up to now has meant to men in the Navy:

"I have already received my first three marks from my correspondence courses in rhetoric 121. They are as follows: B– B– A– . . . here's hoping this program will keep growing. Personally I think it's the best break a sailor ever had."

"I am a man that could not read and write when I came in the Navy. I could not read any name I know. I am not good. But I am going to get where I can read what I want to . . . I will not forget what you all have been doing for me."

Guitars sing, grass skirts swish in native show at Camp Erdman.

The Breakers recreatio

SWEET LAND OF LIBERTY

BEACHHEAD for fun—that's what Hawaii, famed vacationland in the days before Japs dropped bombs on Pearl Harbor, is for Navy men on liberty. Where once tourists spent small fortunes for a few days' stay at famous resorts, sailors, marines and coastguardsmen enjoy themselves for practically no cost, thanks to the Pacific Fleet and 14th N. D. Recreation and Morale Office.

Scattered through Oahu, the principal island, where Honolulu and Pearl Harbor are located, are several recreation camps where men who fought hard and victoriously

Athletic gear locker is one of the busiest spots at Camp Andrews.

Bathing suits are Cam

enter at Wakiki Beach. Nimitz Beach is scene of picnics with beer, hotdogs and trimmings.

in the defeat of the Japanese can now find physical and mental release.

Typical of these recreation centers is Camp Andrews, about an hour's train ride from the Navy Yard station. Railroad tickets, the only expense, are usually paid for by a ship's recreation fund. Men can stay at the camp for as many nights as their liberty permits. They sleep two to a cabin in real beds that don't rock and enjoy such dream luxuries as soft white sheets and pillow cases.

Uniform of the day at the camp is swim trunks. But it's optional. A pair of dungarees or any kind of trousers will do. It all depends on the individual's idea of comfort or whether he wants to swim, knock himself out on the sports field or just lie in the sun and take things easy. It isn't even necessary to dress to go to the mess hall.

Similar to Camp Andrews is Camp Erdman, for officers only. Nimitz Beach is a sports and picnic area open to officers and men from 0900 to 1800. The other recreation resorts are Richardson Recreation Center, Bagley Beach, The Breakers and Hale Luana, for Wave officers.

Andrews' uniform of the day. Camp Andrews is a beachhead for fun. Men enjoy the sun and games.

ALONG THE ROAD

His Ship Came In

BACK in the winter of '41-'42, among the grim and grimy workmen rushing construction of the USS *Lardner* at the Kearney, N. J., shipyards was an earnest young man named Charles D. Klein of Jersey City. Klein had his sights set on a carrier pilot's commission and soon after the destroyer slid down the ways on 20 Mar 1942 he enlisted in the Navy. He made the grade in flight training and, in due time, was out with the fleet.

Just before sunrise on last 15 June, Ens. Klein and his Avenger crew took off by catapult from the USS *Manila Bay* on antisubmarine patrol. The catapult, however, was faulty and the plane, failing to attain sufficient speed, spilled over the escort carrier's bow and into the water. Klein and his crewmen—Ray Baudier, ARM2c, of New Orleans, and Victor Grigoza, AOM3c, Elizabeth, N. J.—scrambled out just before the plane sank below the surface.

Visibility at that hour was extremely poor but nevertheless rescue was swift. Within a few minutes, Ens. Klein and his crewmen were plucked from the water and hoisted aboard a destroyer.

It was the USS *Lardner*—the ship that Ens. Klein helped build.

Chipper Clipper

Robert A. Daily, SSMB3c, USNR, of Fall River, Mass., is one Navy barber who has nothing but satisfied customers—well, nearly satisfied.

The 34-year-old Yankee clipper who is Mr. Zip-Zip aboard an aircraft carrier grew so tired of hearing complaints about the regulation short-cropped haircuts that he had his own head sheared bald.

"Now when a fellow complains," Daily explained to John Troan, Y3c, USNR, a Navy correspondent, "I just say to him, 'Fella, you still look better than me.' And he goes away grinnin'."

Whew!

Speaking of barbers, we are reminded of the close shaves experienced by Pfc. Burton H. Gilleo, USMCR, of Bridgeport, Conn. During two weeks on Iwo Jima, Gilleo had more of 'em than a watermelon has seeds.

A Jap bullet pierced his helmet . . . but didn't even graze his noggin.

Shrapnel riddled his pack . . . but didn't even bruise his epidermis.

Five times rocket bombs landed within 50 feet of him and knocked his helmet off each time . . . but didn't scratch him.

Several times Jap soldiers picked up his own grenades and tossed them back at him . . . without damage, except, of course, to his pride.

On the other hand, Gilleo, a member of a demolition outfit, blew up three Jap-infested caves, burying an estimated 15 Japs.

GUNologue

If 5-in. guns could talk, Robert Rice, S1c, USNR, a Navy correspondent, believes the No. 2 5-incher aboard his destroyer would have something like this to say:

"Close shaves? Brother, I had one the other day. We were riding off Okinawa when a Jap fighter sneaked through our air patrol and started coming at us from the starboard. Our 20s and 40s shot him full of holes like a month-old meal ticket. His engine began smoking and he tumbled from the sky and we let out a cheer—but it choked in my muzzle! He was coming right at me.

"My gunners held their breath . . . and anything else they could grab. Down the plane plummeted, spraying gasoline onto the flying bridge. I figured this was the end for me. There was a roar . . . then a whoosh . . . then a splash . . . but no crash. By some freak, that plane had swooped right between my belly and the deck. It hadn't touched either of us and had swept on over the side and hit the water about 10 feet off the port bow.

"Mac, that thing passed so close to me it burnt all the paint off my belly. And that burnt me up. I've always been mightly proud the way the fellows took care of my looks. I'm just about the smartest-looking gun in the whole dam' Navy.

"So the next day when another plane came at us I personally took care of him. The 20s and the 40s were blazing away, but I wasn't taking any chances on them this time. I got this buzzard in my sights and let go just one shot—a tracer. Boy, it sure looked pretty as it sailed right up at him and

TO TOKYO

smacked him . . . yeah, you guessed it, right in the belly. He came apart like a kite in a typhoon.

"Soon as they could, the boys gave me a fresh coat of paint for that one . . . and I'm feeling a lot better, thank you."

Boom and Bored

From Mort M. Horowitz, a Coast Guard combat correspondent, comes the story of an LCI skipper who grew weary over the hard and dangerous life aboard his tiny craft . . . you know, the limited fresh water, the cramped sleeping quarters, incessant general alarms and absolute lack of recreation. So he put the following "Notice to Watchstanders" on the bulletin board:

"Be especially on the alert for suicide planes, suicide ships, suicide submarines, suicide swimmers—and suicides!"

Ifs, Ands, and Butts

Next time somebody starts whining about how tough things were during the cigaret shortage tell 'em about Marine 1st Lt. George Thompson, of Dorchester, Mass., and four other leathernecks of the 29th Regiment's 1st Battalion. A temporary cigaret shortage almost cost them their lives on Okinawa.

They had been pursuing some 15 Japs down a heavily wooded hillside when they burst into a seaside clearing and stumbled into the middle of 350 armed Nippos. They could never hope to shoot it out with such a large force. Lt. Thompson had to think fast . . . and the first thing he thought of was the Jap's love of American cigarets.

He pushed his pistol into a back pocket, motioned to the other marines to sling their rifles over their shoulders and shouted: "Tobakko! Tobakko!" Several Japs stepped forward, hands outstretched. The marines quickly passed Thompson four packs of cigarets and, grinning broadly and chatting amiably, he distributed them among the enemy.

When Lt. Thompson ran out of cigarets, one of the Jap officers stepped forward, snapped to attention, saluted, handed two sabers and a wrist watch to a marine . . . and then blew himself to his ancestors with a hand grenade. Other officers followed suit.

Suddenly four grenade-laden Japs moved menacingly toward Lt. Thompson. He figured it was the end.

"Tobakko!" growled one Jap.

Thompson looked from marine to marine. None had any cigarets left. When he turned back to the Japs and shook his head, they hurled their helmets angrily to the ground. In desperation, he pointed up the cliff toward American lines.

"Lots of tobakko there!" he shouted. "Lots of it!"

One hundred and fifty Jap soldiers surrendered . . . and, later, 350 Jap civilians streamed meekly out of nearby caves. It was the best cigaret line of the whole shortage, if you ask Lt. Thompson.

Man in Moon Joins Navy

Scientists chortled gleefully into their telescopes during last month's eclipse of the sun . . . but their joy wasn't in the same league with that shown by the crews of three destroyers over an eclipse of the moon.

They were on patrol one moonbright night in a forward area. They stood out sharp and clear and were perfect targets in the daylight-like brilliance when 10 or 12 single- and twin-engined Jap bombers appeared.

But, just then, bridge personnel on one of the destroyers heard a sky lookout, Colin Elliott, S1c, USNR, of Waco, Tex., yelp: "Moon eclipsin', bearing 160 degrees relative, position angle 45."

As darkness gathered, the ship's gunners heeded the advice of the skipper, Comdr. A. E. Teall, USN, of San Francisco, to keep blazing away. Two planes hit the sink . . . and then the eclipse became complete and the night was as black as the inside of a kettle.

The ships steamed safely along.

Definition of Shipmates

Laden with ammunition and gasoline, *LST 749* was plowing toward the Mindoro beachhead when Jap bombers swooped in. The LST's gunners, well aware of the deadly cargo under their feet, stuck defiiantly to their mounts.

"No matter how fast the Japs came, nor how many, the boys just kept shooting," was the skipper's proud report. "The fellows who were at the guns didn't want to leave them."

But the Nips attacked in such strength that, no matter how hard the LST's crew fought back, the enemy was bound to find its mark . . . and, in time, *749* was mortally wounded. The skipper ordered the crew over the side. The ammunition aboard was beginning to explode and shells were flying.

As the men started over the side, three drew back. They could see 13 of their shipmates, wounded and sprawled in grotesque pain on the deck. The three — Ens. Thomas McLaughlin, USNR, Chicago; Alan H. Penberthy, SM2c, USNR, Brooklyn; and James Bosley, BM2c, USN, Maud, Ohio—told the skipper they wanted to stay and help him with the wounded.

A powder-keg was as harmless as a lawn-party tea-table compared to the bomb-blasted LST's deck, but the trio and the skipper stayed—and every last man of the wounded 13 was saved.

P.S.—And on the Road to Berlin . . .

It was early 1944. The USS *Ludlow*, Atlantic Fleet DD, was dueling German shore batteries off the Anzio beachhead. . .

A six-inch enemy shell slashed into the crew's mess. Explosive spilling from its shattered nose, the shell rolled around with the ship's motion. Death and destruction rolled with it.

On the double to the compartment came James D. Johnson, CGM, USN, of College Point, N.Y. With him, to help open hatches and clear the way, was Joseph M. Wittich, CM1c, USN, of Jamaica, N.Y.

Johnson burst into the mess and quickly corralled the shell. He could feel its warmth through his gloves. Swiftly, but gently, he lifted the two-foot, 100-pound projectile. Then, a thin trail of explosive trickilng behind him, Johnson scrambled topside past unbreathing men, dashed to the rail and dumped his dangerous burden overboard.

As the shell plopped into the water, the *Ludlow's* crew loosed a collective sigh that would have provided enough wind to whisk a sailboat from Hampton Roads to Cherbourg.

Later, complimented by the destroyer squadron commander, Johnson added only this to the story: "I was going topside anyway."

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes; no private reply will be made.

RATES FOR THE TRIP HOME

SIR: Can a New York serviceman who is discharged in California purchase a round-trip railway ticket to his home at furlough rates?—L. J. M., CSF.

• *No, but he can purchase a one-way ticket at furlough rates (1¼ cents per mile) upon presentation of the identification discharge certificate which is given him when he is separated from the service.*—ED.

MINORITY HASH MARKS

SIR: Something's snafu—since when did a minority enlistment entitle a guy to a hash mark?—H.H.W., Y1c, USN.

. . . What's your authority for telling R. W. S. (July 1945, p. 39) that a minority enlistment makes him eligible for a hash mark?—R.J.G., CMoMM, USN.

• *The Act of 29 Aug 1916, as briefed by Melling in "Laws Relating to the Navy, Supplement 1929," provides that for all purposes of the law a complete enlistment during minority shall be considered as four year's service. Consequently, BuPers holds that a minority entitles a man to a hash mark.*—ED.

VICTORY MEDAL

SIR: Having been shore-based for three dreary years in the States while my pals have been overseas earning their much-deserved medals and ribbons, I'm wondering if I shall have ended this war without having any decorations to brighten up my uniform when I attend the veteran's convention, say in 1960.

Okay, so I sound slightly ribbon-jolly. But what's my chance of at least getting a Victory Medal for World War II to help prove to my grandchildren that I really was in the war?—B.R.J., Lt., USNR.

• *Your chances would appear to be good. (See p. 78).*—ED.

MEDALS AND AWARDS

SIR: Are comparative figures available on top decorations and awards to officers and men in the Navy and Marine Corps?—B.L.T., Lt., USNR.

• *The following tabulation covers those awarded between 7 Dec 1941 and 31 Dec 1944.*—ED.

	NAVY		MARINE CORPS	
	Officers	Enlisted	Officers	Enlisted
Medal of Honor	23	9	17	11
Navy Cross	1,301	206	206	217
Distinguished Service Cross	0	0	2	8
Distinguished Service Medal	120	0	22	1
Legion of Merit	1,111	54	131	9
Silver Star	1,564	902	305	756
Distinguished Flying Cross	1,664	463	358	48
Navy and Marine Corps Medal	375	1,086	28	151
Bronze Star	1,625	1,303	163	364
Total	7,783	4,023	1,232	1,565

FAMILY ALLOWANCE

SIR: I was married on 11 Dec 1944 while on 30 days' rehabilitation leave. Upon return from leave on 12 January, I made application for family allowance. The family allowance, however, was retroactive only to 1 January. Since it was a physical impossibility for me to make application while on leave, I can't see why I should lose family allowance from the date of my marriage through 31 December. Please explain.—R. A. B., CY, USNR.

• *The Family Allowance Law provides that benefits shall be paid for the period beginning with the first day of the month in which application is filed or the first day of the month in which the dependent first becomes entitled, whichever is later. Since your application was not filed until 12 Jan 1945 benefits are payable beginning with 1 Jan 1945. The only way you could have collected family allowance for December was to have filed application at some naval activity during your period of leave.*—ED.

COMMUTED RATIONS

SIR: Enlisted men stationed at the NOB, near the NAS where I am stationed, are paid subsistence (I believe $3.05 per day) while we are on commuted rations at the rate of 65 cents per day. Even though I purchase all my food at the commissary, 65 cents per day does not cover it and I find myself digging into money which my wife has set aside for other things. What is the explanation for this?—A.W.K., S1c.

• *"Commuted rations" are authorized within the discretion of the CO and are payable to enlisted men on duty at a station where a general mess is available, but who, for personal reasons, desire to subsist off the station. Since the mess is available, only the value of the ration, i. e., 65 cents per day, is allowed. "Subsistence allowance," on the other hand, must be authorized by the commandant of the naval district and is payable to enlisted men on duty at a station where a general mess is* not *available. The current value of a subsistence allowance is $2.25 per diem.*—ED.

UNIT COMMENDATION AWARD

SIR: There is a sentence in the Secretary of the Navy's letter establishing the Navy Unit Commendation award which leads us to believe that our ship is eligible for this honor. It says: "To justify this commendation the unit must have performed service as a unit of a character comparable to that which would merit the award of a Silver Star Medal or a Legion of Merit to an individual."

Our CO was recently awarded the Silver Star for safely maneuvering *his* ship during enemy air attacks during the Gilbert Islands operation. The citation which went with the award said he maneuvered *his* ship, *his* gunners shot down so many enemy aircraft, etc., so actually *his* ship and crew aided materially to this award.

Would the crew of that ship then rate the Navy Unit Commendation award, under authority of the sentence quoted above?—B.O.G., Pharm., USN.

• *No, the fact that a CO of a vessel is awarded the Silver Star Medal, or other decoration, does not automatically entitle the personnel of the vessel to wear the Navy Unit Commendation. Before consideration can be given to the award of a Navy Unit Commendation, a recommendation must be submitted to the Secretary of the Navy via official channels, by the ship's CO or the SOP in the area in which the ship or unit was operating. If and when the recommendation receives the approval of the Secretary of the Navy, the personnel of the vessel are then individually authorized to wear the Navy Unit Commendation ribbon.*—ED.

'RELATIVE RANKS AND RATES'

SIR: Your table, "Relative Ranks in the Armed Services," (June 1945, p. 68), places Corporal (and Assistant Cook, Field Music Corporal and Steward's Assistant, 1st Class) on an equal plane with Seaman, (and Fireman, Hospital Apprentice Bugler and Steward's Mate) 1st Class. Although they are in the same pay grade, the Marine Corps ratings are considered non-commissioned (petty) officers and, therefore, outrank (outrate) non-rated Navy personnel in that pay grade.—H.P., Sgt., USMC.

• *Correct.*—ED.

GCM vs. HONORABLE DISCHARGE

SIR: Is it possible for an enlisted man who has a conviction by general court-martial in his record to receive an honorable discharge?—M.D., Lt., USNR.

• *No, not in his current enlistment except:*

(1) When BuPers approves the recommendation of the CO that an honorable discharge be issued rather than the character indicated by Art. D-9103 BuPers Manual. (See Art. D-9102(3)).

(2) When a man has been awarded a Medal of Honor, or has been decorated for heroism, or for distinguished service, or has received a letter of commendation from the Secretary of the Navy, he is entitled to an honorable discharge provided his record of service subsequent to the act for which decorated or commended would so entitle him. (See Art. D-9115(7)(e)).

(3) When a man is discharged as a result of disability incurred in line of duty and resulting from action against an enemy, he normally receives an honorable discharge regardless of his previous record of service. (See Art. D-9105 (4) (6)).—ED.

CLOTHING ALLOWANCE

SIR: I was in the regular Navy for two years, in V-5 for two months and then in V-6, USNR, which is my present status. I was told I should have got a new issue of clothing upon leaving V-5 but will now have to wait a year from the time I left V-5 before I will receive a clothing allowance. Please explain.—P.M., S1c.

• *A cash clothing allowance was not authorized in your case upon return to general service, since you previously had received such an allowance, and since your V-5 status was not a* first *reporting for active duty in a status in which entitled to an issue of clothing in kind. However, you are entitled to quarterly cash maintenance allowance as of the first day of the first quarter following your return to general service.*—ED.

SIR: I entered the Navy on 21 Jan 1943 and on 1 July 1944 was accepted for V-12 training. On 15 Nov 1944, I was returned to duty in the fleet. When will I be eligible for clothing allowance again? (I received no clothing while in V-12).—D. M. H., PhM3c.

• *See reply above, as the same principle is involved in your case. You are entitled to quarterly cash maintenance allowance as of 1 Jan 1945.*—ED.

CAN DO, JUNIOR

SIR: The captured German submarine pictured on the June cover of ALL HANDS has the words "Can Do, Junior," painted on the conning tower. (You might have to look very hard, but it's there.)

Since "Can Do" is the motto of the Seabees, did they have anything to do with capturing the sub? If not, why were the words written on the conning tower?—H.O'D., S1c.

• *The* USS Guadalcanal, *from which the crew for the captured sub was taken, is known as the "CAN DO" ship, and when she took the smaller vessel in tow, the "JUNIOR" came naturally. (For the benefit of guys with 5/20 eyes, we've retouched the "Can Do, Junior" slightly; see above.)*—ED.

TATTOOED LADY

SIR: Recently I saw an item in a newspaper which told of a soldier who had returned from the war with a "lady" tattooed on his chest. His wife, so the story said, insisted that he have a skirt tattooed on the lady in question. Which makes us wonder: (1) Can tattooes be removed? (2) Is there any Navy regulation which forbids a man from being tattooed?—A.G.N., Cox., USN.

• *(1) BuMed says there is no SAFE way of removing tattooes, except by surgery. Once on, unless the wearer cares to risk the trouble and scars of surgery, they're on for good, although in time they do diminish slightly in color. (2) There is no Navy regulation which forbids a man from being tattooed. However, The Bluejackets' Manual, 1940 edition, p. 21, offers this friendly advice: "Do not get tattooed. Ask any man you see who has been tattooed and he will tell you that he would give anything to have the tattooing removed. It is dangerous, costly, and an awful lot of trouble the rest of your life."*—ED.

UNIFORM ALLOWANCE

SIR: When a man goes from PO1c to CPO he is eligible for a uniform allowance of $250. However, when a woman gets the same promotion she doesn't rate this extra dough. How come?—L.S.T., M1c, USN.

• *When a man goes to chief he needs to buy a completely new and different outfit of clothing, while a woman need buy only gold buttons, new rating badges and a new hat.*—ED.

HOMETOWN, U. S. A.

SIR: Those guys in last month's Fantail Forum who think that the *big towns* are the *best liberty towns* are talking through their well-known bonnet, as far as some of us guys out here in the Pacific feel.

The town that's going to look best to us is HOMETOWN, U.S.A.

When we hit the beach, we'll be passing up those big bergs and their clip-joints like greased lightning. The trains can't move fast enough to get us back home where we belong and where the folks know you and appreciate what you've done in helping to set what the Japs used to think was their Rising Sun.—J.M.O., BM1c, USNR.

GOOD CONDUCT AWARDS

SIR: Does a venereal disease disqualify a man for a good conduct ribbon?—O.E.V., AMM1c.

• *No.*—ED.

SIR: In your July 1945 issue, p. 38, we note that naval reservists must complete only three years of service to earn the good conduct ribbon. Regulars must complete four years.

Most regulars, we believe, consider their good conduct ribbon their most prized award. However, with all reservists wearing it for three years' service it means very little to a man with any amount of naval service.

We believe reservists should wear the Naval Reserve good conduct ribbon, which before the war took 10 years to earn.—L.R.T., Lt. (jg), USN; R.B.S., Lt. (jg), USN, and J.W.G., ShClk., USN.

• *Gentlemen, your facts are confused. The Naval Reserve ribbon has nothing to do with the good conduct award. The Naval Reserve medal may be awarded to any officer or enlisted man in the Naval Reserve upon completion of 10 years' honorable service, either on active or inactive duty, in conformance with the requirements in BuPers Manual, Art. A-1049.*

The good conduct medal, however, may be awarded to either reservists or regulars who fulfill the requirements in BuPers Manual, Art. A-1046. Reservists must serve three years and regulars must serve periods as specified in this article to be eligible. Both must maintain a clear record of offenses and a proficiency mark of 3.5 for the award.

A regular would have bronze stars on his good conduct ribbon signifying subsequent awards of it for long and meritorious service and this in itself would add a distinction that could not be attained without long service.

The rules for awarding the ribbon have not been cheapened in wartime, and there is no reason why you can't feel as proud of your good conduct ribbon today as you did before Pearl Harbor.—ED.

Limited space makes it impossible to print more than a small proportion of the letters received each month. Only those of widest interest, for which the answers are not readily available at ships and stations, can be selected. If your letter does not appear, it is suggested that you check back through recent issues of ALL HANDS, since many letters must be eliminated because they have been answered by previous material in the Letters column or elsewhere.

PEACETIME NAVY

SIR: There has been so much publicity given to the advantages which a man receives when he returns to civilian life, such as the benefits under the G.I. Bill of Rights, that some of us regulars who have had a good life in the Navy think you should point out, for the guidance of those who may want to join the regular ranks, just what the peacetime Navy is like.—C.J.M., CGM, USN.

• *The rules on transferring over to the regular Navy are announced on p. 67. Details on life in the peacetime Navy will be published in subsequent issues.*—ED.

ARMY WINGS

SIR: I am an Ex-Army Air Force officer, now serving in the Naval Reserve. Am I entitled to wear my Army wings on my Navy uniform?—E. L. D., Sp(S)2c, USNR.

• *No.*—ED.

GOLD HASH MARKS

SIR: Your July 1945 issue, p. 39, tells H. A. K. that three consecutive good conduct awards or 12 years of continuous active service are required to rate gold hash marks. Then you add, "in no case, however, may a man with less than 12 years' service wear gold stripes."

Would a man with this service be eligible: a minority enlistment of three years and two reenlistments of four years each—total 11 consecutive years of service with marks entitling him to three good conduct awards?—I.G.G., Y2c.

• *No. Although this ruling might appear to be inconsistent with the answer given above on minority enlistments, the regulations specifically say that a man is not eligible to wear gold service stripes until he has had 12 consecutive years of service with marks entitling him to three consecutive good conduct awards.*—ED.

B AND B-1 DEPENDENTS

SIR: I have two Class A (wife and child) and one Class B (mother) dependents for family allowance. I have been told that my Class B dependent should receive $50 a month as a Class B-1 dependent because she is solely dependent upon me for support. I have also been told, however, that because I have Class A dependents I cannot have a Class B-1; only Class B (who receive $37 monthly). Can I still get Class B-1 and would it be retroactive?—D.T.B., CRM, USNR.

• *If you can establish to the satisfaction of BuPers (by letter via official channels) that you are the chief support of your mother, she will be entitled to receive family allowance as a Class B-1 dependent. The fact that you have Class A dependents does not in itself prevent the establishment of entitlement to Class B-1 allowances. The final determination will depend on the individual facts of your case; likewise the effective date will depend on the facts presented.*—ED.

ALLOWANCE FOR CHILDREN

SIR: An enlisted man of the Navy divorced his wife and legal custody of their child was given the mother. No alimony is paid to the ex-wife but family allowance, Class A, is being paid for the maintenance of the child in the maximum amount allowed by the Government ($42). The mother of the child recently married an enlisted man in the Army and he intends to file for family allowance for his wife and the sailor's child. (1) What amounts will the child receive from Navy and Army? (2) If the sailor remarries, how will the amounts be affected?—D.G.T., SKD1c.

• *(1) $42 from the Navy; $30 from the Army, provided that the child is a member of the stepfather's (soldier's) household.*

(2) If the sailor remarries and applies for family allowance benefits on behalf of his new wife the benefit payable to the child by reason of the sailor's service will be reduced to $30. The amount payable by reason of the soldier's service will not, of course, be affected by the remarriage.—ED.

FILARIASIS

SIR: You mention in your article "Good News on Filariasis" (July 1945, p. 13) that 92% of the patients who passed through Klamath Falls were returned to full active duty. Can you refer us to any official directive which governs their reassignment after completion of treatment?—G.W.F., MM3c.

• *Yes. See Joint BuPers-BuMed-Mar Corps ltr. of 28 May 1945 (NDB, 31 May, 45-594).*—ED.

Townspeople at the dock of the four-stacker DD Williamson in Odessa in 1922.

TRIP TO ODESSA

SIR: In the July 1945 issue, p. 52, you state that the fleet tug USS *Moreno* was the first U. S. naval vessel in 30 years to visit the Black Sea port of Odessa, Russia.

As the mail orderly aboard the DD 244, USS *Williamson*, I recall that we made two trips to carry food and supplies to Odessa during the winters of 1921-22, during which time we were based at Constantinople, Turkey.

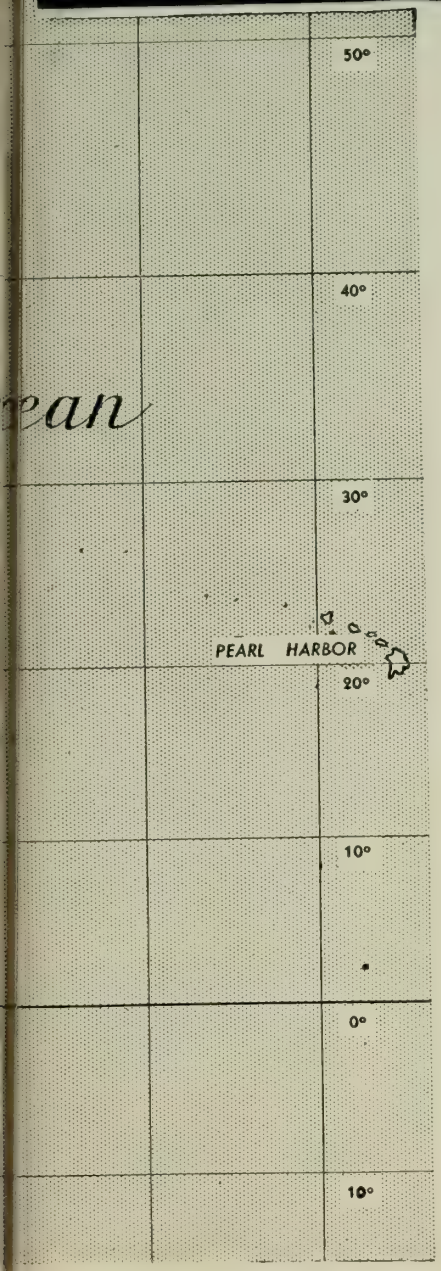
The picture which I am enclosing (see above) shows the "Willie" alongside the dock at Odessa.—E.J.F.

• *Right; the* Williamson's *log reveals that she was in Odessa twice, but both times in 1922 (6-15 April and 22 June-2 July).*—ED.

WHAT HAPPENED & WHERE

1. Australian forces made a new landing in the upper waters of Balikpapan Bay without meeting any Japanese resistance (23 July).
2. Third Fleet carrier planes smashed at the remnants of the Jap Fleet hiding at Kure and other places in the Inland Sea (24-25 July).
3. Chinese forces captured Namyung, 11th former American air base city to be retaken in recent months (27 July).
4. Virtually every enemy battleship and carrier in the Kobe-Kure area was sunk or knocked out by 3d Fleet planes attacking the Inland Sea (28 July).
5. Fleets of Superfortresses forwarned 11 Japanese cities with leaflet raids that they soon would be subjected to heavy fire-bomb raids (28 July).
6. U. S. battleships stood off the Japanese coast and shelled the steel city of Hamamatsu (30 July).
7. Airfields, military installations and war plants in the Tokyo area were shot up by 3d Fleet carrier planes in a strike coordinated with coastal bombardment (30 July), followed the next day by another strike at Nagoya.
8. Four Jap cities—Hachioji, Toyama, Mito and Nagaoka—hit in biggest B-29 raid of the war (2 August). Eight hundred Superfortresses dumped 6,000 tons of bombs on the cities.
9. Chinese forces captured Sinning in drive towards Lingling (4 August).
10. The war's greatest weapon—the atomic bomb—was dropped for the first time, on Hiroshima (6 August). The tremendous blast wiped out 4.1 square miles of the city.
11. Chinese forces recaptured Yeungkong (8 August), opening up a wide area of the China coast.
12. The second atomic bomb attack of the war

THE MONTH'S NEWS



JAPS FINALLY QUIT . . . SOVIET DRIVE PAYS OFF . . . ATOM STORY ROCKS WORLD

PERIOD 21 JULY THROUGH 20 AUGUST

War Grinds to Halt

The Mikado had announced complete and unconditional surrender to the Allies. Slowly arrangements were completed for the formal signing of the surrender (see p. 14). Meanwhile, on the many fronts that had made up the war in the Pacific, the war machine was grinding to a halt, not at one appointed hour, but over a period that covered days.

Several days after the surrender announcement, Japan was still fighting the Russians in Manchuria, Korea and the southern half of Sakhalin Island. Finally it took a stern Russian ultimatum to bring about mass surrenders of Jap troops, though some resistance continued.

The final phase of the Russian part of the war was marked by an unbroken string of Soviet successes that began on 9 August when the Reds smashed across the border of Outer Mongolia and into Manchuria. Other Russian columns struck into Manchuria from the north and east along the 2,000-mile front.

Main objective of at least three Russian armies in Manchuria was the great Jap arsenal city and communications hub, Harbin. Within a week after the Russo-Jap conflict began, the Russians were less than 180 miles from Harbin, having seized more than 20 strongpoints.

On 12 August, when the rest of the world was waiting for Japan to surrender, the Russians announced they had invaded Korea under cover of their Pacific Fleet. Quickly captured were the naval base of Rashin and the nearby port of Yuki.

The next day Tokyo declared that the Reds had landed on Karafuto, Jap-held southern half of Sakhalin Island. The Soviet forces established beachheads on the west shore of the island within 30 miles of Japan.

Explaining the continuance of warfare beyond the Jap surrender to the Allies, the Russians said they would cease fighting only when the Jap forces laid down their arms. In keeping with this policy, Marshal Vasilevsky, commander of Russia's Far Eastern Armies, on 16 August ordered the Jap Kwantung army to surrender by noon, 20 August. A day before the deadline thousands of Jap troops began laying down arms and surrendering.

Pre-Surrender Attacks

Up to the very moment of Japanese surrender, powerful American Navy forces were off the coast of Japan with their air arms, ready to unleash crushing blows against Tokyo if the Nips showed any fight.

While the atomic bomb proved the most dramatic touch of the closing days of war, the Navy's surface units and planes had already eliminated the remains of the once-great Imperial Fleet with a series of paralyzing blows in the last week of July. These attacks also played havoc with Jap supply depots, transportation centers and naval bases.

The Navy's mightiest assault of the war began on 24 July when 1,000 carrier planes swarmed over the bulk of the Jap Navy in the Inland Sea, concentrating on Kure. The attacks wound up on 28 July and it was announced that virtually every remaining enemy battleship and carrier had been sunk or put out of action for the duration. The Americans were assisted by British carrier planes.

Communiques specified the damage for the attacks of 24, 25 and 28 July in the Kure area as follows:

The battleship *Haruna*, beached; converted battleship *Hyuga*, heavily damaged; battleship *Ise*, apparently resting on the bottom; heavy cruiser *Aoba*, guns silenced and stern on the bottom; cruiser *Oyodo*, lying on its

eveled a large area of Nagasaki, important ndustrial city on Kyushu (8 August).

Red Armies launched twin drives into northern Manchuria following Russia's declaration of war against Japan (9 August).

Powerful American and British Fleet units pummeled Kamaishi with heavy shells (10 August).

Northern Honshu's network of airfields took a tremendous pounding from 3d Fleet planes in a two-day strike (9-10 August).

Third Fleet, standing off Honshu's shores, sent 1,000 carrier planes against Tokyo in the final strike of the war (13 August).

Tokyo surrendered, acceding to the terms set forth in the Big Three's Potsdam ultimatum (14 August).

LAST OCTOBER

U. S. forces land in Philippines under cover of 7th Fleet bombardment and 3d Fleet carrier raids. Jap fleet smashed in Battle for Leyte Gulf, with up to 30 ships sunk and many others severely damaged. In Europe U. S. 1st Army breaches Siegfried Line and Bulgaria signs armistice

OCTOBER 1945

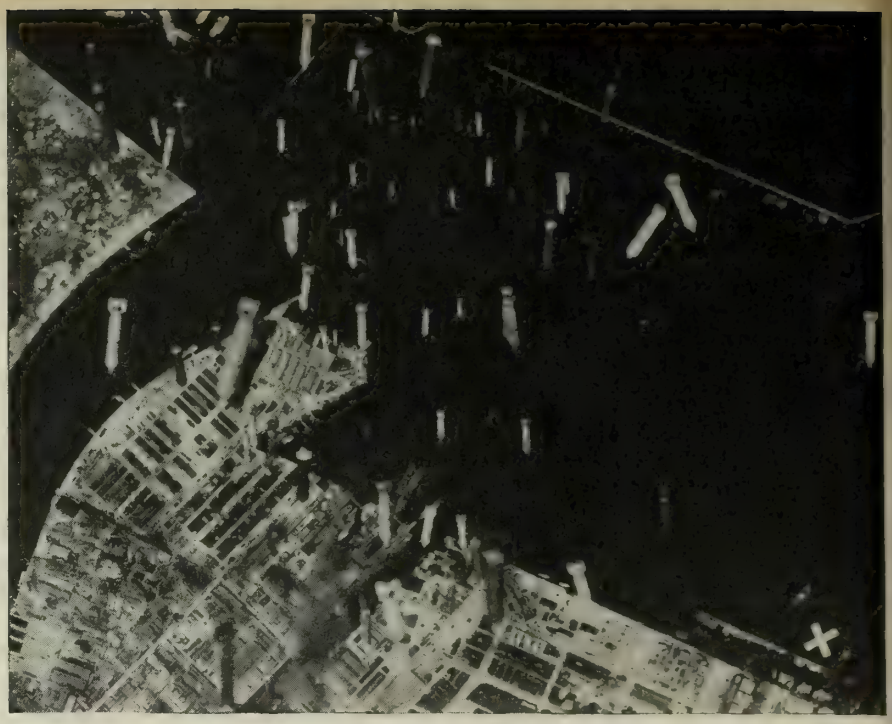
SUN	MON	TUE	WED	THU	FRI	SAT
*	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	*	*	*

What will we do this year?

side; cruiser *Tone* beached. Other heavily damaged vessels were the aircraft carriers *Amage* and *Katsuragi;* light cruiser *Kuma.* Other damaged vessels were the light aircraft carrier *Hosho,* the escort carrier *Kaiyo,* and several destroyers. In addition, 19 planes were shot down, 111 destroyed on the ground and 119 damaged on the ground. All told, 189 enemy ships were sunk or damaged and 283 planes destroyed or damaged.

Then on 30 July the 3d Fleet and units of the British Task Force cooperating with the 3d Fleet closed in on Japan, attacking with surface units and planes. The targets were near Tokyo, Nagoya and Maizuru. This time they concentrated on ground installations and transportation hubs.

During the final days of the war, the Navy's carrier aircraft concentrated on northern Honshu, inflicting heavy damage on industrial targets of Hamaishi on 9 Aug. One of the last blows struck, however, was directed at Wake Island, where the Japs had scored one of their earliest victories of this war.



FIRE BOMBS from B-29s drift in toward a target, the docks and warehouses at Osaka, during a daylight incendiary attack shortly before surrender . . .

By-passed Battles

Announcement of Japan's acceptance of surrender terms by President Truman on 14 August came at a time when powerful units of the U. S. Pacific Fleet were cruising off the Japanese mainland and hundreds of thousands of Army and Marine Corps troops were poised at advance bases in readiness for an invasion of the heart of Nippon's empire.

This vise, closing around an ever-narrowing sphere of resistance, might seem to indicate that fighting which had raged over vast Pacific areas for the past three and a half years was now confined to the Jap home islands and to China.

Yet the surrender announcement found Japanese forces still battling Allied troops on islands hundreds of miles removed from the main theater of action—islands which in some cases had been the scenes of bloody campaigns as far back as three years ago, and which had been officially reported as secured.

Where fighting was still going on as the end of the war neared:

- in Bougainville in the Solomons, where Australians were in sight of the end of the campaign after nine months of fighting by them, following a year of American campaigns;
- on New Britain in the Bismarcks;
- in northeastern New Guinea;
- in the Philippines, where American and native forces on Luzon had compressed most of the Jap survivors in the southern Cordillera mountain ranges and in the foothills of the Sierra Madre mountains, while other units on Mindanao engaged in widely scattered clashes with enemy bands in the upper reaches of the Agusan River valley along the Kibawe-Tolomo trail;
- in Borneo, where Australian troops were conducting mopping-up operations in Brunei Bay, Tarakan and the southeast Borneo area of Balikpapan.

Meanwhile isolated Japanese forces on islands in the Marshalls, Carolines, Solomons, Bismarcks, New Guinea, Netherlands East Indies, the Philippines and Kurils had been taking a daily aerial pasting from shore-based Army and Marine Corps planes which bombed and strafed barracks, destroyed transport and fuel supplies, harbor buildings and river craft.

The spotlight had shifted from these actions but the Japs had not been neglected. Wherever a Jap garrison or stronger unit remained, it was being harassed and pounded from land, sea and air.

U. S. Ship Losses

A few minutes before President Truman announced Jap capitulation, the Navy disclosed the sinking of the heavy cruiser *Indianapolis* with 1,196 casualties—every man aboard. In one of the worst disasters of the war, the *Indianapolis* was sunk by torpedoes after delivering atomic bomb materials to Guam.

Casualties included five Navy dead, including one officer; 845 Navy missing, including 63 officers; 307 Navy wounded, including 15 officers; 30 Marine missing, including two officers, and nine enlisted Marine wounded. The skipper, Captain Charles B. McVay, USN, was among the wounded.

Three days before the news of the *Indianapolis,* the Navy had announced that 113 vessels, previously unannounced for reasons of security, had been stricken from the Navy Register because of loss or damage either as the result of enemy action or perils of the sea. In addition, 45 LCTs, not previously mentioned, had been stricken from the Navy Register.

Included among the vessels stricken from the Register were the destroyers *Parrott, Tucker* and *Worden.* Eliminated, too, were the AKs *Aludra* and *Deimos* and the APA *Thomas Stone.* Also among these 113 vessels were a DE, 19 LSTs and 45 PTs.

The Navy announced also that three submarines — the *Bonefish, Lagarto* and *Snook*—were overdue and presumed lost. The destroyer *Callaghan* was lost in the Okinawa area as a result of enemy action.

On 11 August the Navy summarized its losses of the war, counting vessels sunk; overdue and presumed lost; destroyed to prevent capture; stricken due to loss or damage. The total was 434, including one battleship, 11 carriers, six heavy cruisers, three light cruisers, 70 destroyers, 10 destroyer escorts, 51 submarines and 282 miscellaneous.

On the credit side of the ledger, the Navy released two communiques on

CASUALTY FIGURES

Casualty figures among naval personnel through 20 August totaled 147,338. Totals since 7 Dec 1941:

	Dead	*Wounded*	*Missing**	*Prisoners**	*Total*
U. S. Navy.....	32,806	23,891	9,443	1,961	68,101
U. S. Marine Corps..	19,615	55,935	888	1,683	78,121
U. S. Coast Guard..	808	213	95	....	1,116
Total	53,229	80,039	10,426	3,644	147,338

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.

Official U. S. Army Air Forces photographs

. . . Bombs set target ablaze. "X" marks relative position of photos. AAF reports that attacks like this have destroyed 26% of this Jap city.

actions by our submarines in the Far East. The first report, dated 21 July, reported the sinking of 11 enemy vessels, including four combatant ships. On 10 August, the Navy said our subs had sunk 13 more enemy vessels, including a light cruiser.

Battering by Bombs

The day Japan surrendered our B-29s carried out one of their heaviest assaults on the mainland, including three powerful strikes at Tokyo, which came after the Tokyo Radio had broadcast acceptance of the Potsdam terms but before President Truman announced receipt of the surrender at the White House.

This 14-hour assault, unleashing 6,000 tons of bonds, brought to a close nearly a month of mounting destruction that was still far from its potential when the war ended.

From 24 Nov 1944 until 1 Aug 1945, the B-29s flew 27,919 sorties on 311 missions. In all, 62 cities were attacked, including six assaults on Tokyo, five on Nagoya, four on Osaka and three on Kobe. They burned out 157.98 square miles, killing or making homeless nearly 8,500,000 persons.

The B-29 program hit its stride on 27 July, when three cities were struck. The next day the Superforts dropped a strange cargo—thousands of pamphlets telling the Japs the name of 11 cities that would be struck in the near future. This unprecedented threat was made good on the following day when six of the cities were battered.

On 2 August the B-20 flyers launched their most powerful attack of the war, with 800 Superforts unloading 6,000 tons of bombs on Hadioji, Toyama, Mito and Nagoka. Only one plane was lost, although the Japs had been notified in advance that these cities would be hit.

Three days later the Japs were stunned when a B-29 dropped the first atomic bomb on Hiroshima, laying waste 60% of the city (see p. 7). The same day other heavies smashed four other Jap cities and mined waters around Japanese ports.

During July, the average B-29 had a bomb load of 7.7 tons and dropped a total of 42,711 tons. The average crew flew 96.51 hours during the month, participating in seven sorties.

Although the raids of the B-29s were the most spectacular, other air groups played an important role in bringing Japan to her knees. During the first seven months of this year the Far Eastern Air Force alone destroyed 2,864,932 tons of shipping and 1,375 planes. This did not include nearly 100 ships sunk in the three-day attack on Kure and the Inland Sea toward the end of July.

Planes of other commands smashed at military targets on Formosa and along the China Coast. One of the important missions of the 20th Air Force was completed on 4 August when it was announced that these flyers had closed off every major Jap port by air-sown mines.

Wind-up in China

Chinese troops had cleared a 50-mile stretch of the Chinese "invasion coast" west of Hong Kong; captured the port of Yeungkong, second most important Japanese-held city in southern China; reoccupied Wuhu Island, at the mouth of the Min River, east of liberated Foochow; recaptured nine former American air bases and were driving on a 10th at Lingling at the time Japanese acceptance of unconditional surrender terms was announced.

Lt. Gen. Albert C. Wedemeyer's 14th Air Force attacked Japanese communications and troop convoys along a 90-mile stretch of the Yangtze River. Earlier in the month General Wedemeyer had predicted large-scale offensives by United States-trained Chinese forces, including paratroopers.

Striking from recently liberated Sinning, Chinese forces were reported five miles from the railway city of Tungan, 24 miles west of Lingling and 95 miles northeast of Kweilin. Others driving eastward against the narrowing Japanese corridor from Kwangai Province were within five miles of cutting off the enemy escape route up the Kwangsi-Hunan railway. Meanwhile, other units of the Chinese reoccupied the former treaty port of Tsangwu in an advance along the West River in Kwangsi.

Burma fighting centered in the lower Sittang River Valley where Indian troops sank a number of craft loaded with Japanese trying to escape eastward along a riverway in the Nyaunglebin area. The Japs lost more than 11,200 men in an attempt to escape a trap in lower Burma between Mandalay-Rangoon road and the Sittang River.

Far from solving China's vexatious internal problems, the end of the war brought them to a head, releasing a flood of stories—most of them unofficial—concerning the possibility of factional disputes in China.

QUOTES OF THE MONTH

- *Admiral Halsey* on day Fleet Admiral Nimitz issued "cease fire" order: "It looks like the war is over, but if any planes appear, shoot them down in a friendly fashion."
- *Rabid baseball fan*, who learned of Jap surrender while leaving ball park: "That settles it. The Red Sox can't miss the 1946 pennant."
- *Tokyo Radio*, as Jap collapse seemed imminent: "Even in this hour of darkness we have not lost our sense of humor. Even in despair we are laughing."
- *Same Tokyo Radio*, after Jap surrender, quoting Japs near Emperor's palace: " 'Forgive us, Oh Emperor! Our efforts were not enough.' The heads bow lower and lower as the tears flow unchecked."
- *Draft dodger's* explanation of failure to report to Selective Service: "I was too busy dodging my wife to report."
- *Young woman* watching surrender celebration in Washington, D. C.: "If I were a mother I'd certainly have my daughter locked up tonight."
- *British Embassy clerk*, in a toast to his country after Labor victory: "Well, my country—right or left."
- *Pierre Laval* at trial of Marshal Petain: "I hate war—even when we win, and we always lose."

TWO AMERICAN CITIES were born to house workers of two gigantic production plants that worked to produce the atomic bomb. View on left is of Clinton Engineer Works at Oak Ridge, Tenn.; on right is plant area of Hanford Engineer Works near Pasco, Wash. At one time 125,000 men and women worked in these plants.

ATOMIC ENERGY: A NEW ERA

The atomic bomb that fell on Hiroshima with such devastating effect was the answer to a problem that had engaged the world's greatest scientific minds for more than a decade.

Discovery of a weapon so destructive that it would insure absolute victory was revealed to the world by President Truman on 6 August. Some 16 hours before, an American Superfortress had dropped on Japan an atomic bomb which crashed with the explosive power of 20,000 tons of TNT. This destructive force, equal to the bomb load of 2,000 B-29s and more than 2,000 times the blast power of England's famed "Grand Slam" bomb, laid waste 60% of the Jap city.

A scientific landmark of the century had been passed, said the President, and the "age of atomic energy," which could be a tremendous force for the advancement of civilization as well as for destruction, was at hand.

Most closely guarded secret of the war, the atomic bomb was developed by American, British and Canadian scientists. Associated with them have been two Jewish physicists who were expelled from Germany, and a Danish professor who fled from German-occupied Copenhagen with secrets that he carried immediately to London and Washington.

While Great Britain and Canada share the scientific knowledge from which the atomic bomb became a reality, the United States is the sole custodian of the actual manufacturing secrets.

Aware of the tremendous responsibility involved in the discovery of a weapon too dangerous to be loose in a lawless world, President Truman revealed that the U. S. and Britain, who made the discovery after joint research, would not reveal the secret "until means have been found to control the bomb so as to protect ourselves and the rest of the world from the danger of total destruction."

A committee headed by Secretary of War Stimson was established last May to plan for future control of the bomb, the President revealed. He added that he will ask Congress to cooperate with this committee to the end that the bomb's production and use be controlled, and that atomic power be made an overwhelming influence toward world peace.

$2,000,000,000 Experiment

By far the most destructive force ever unleashed on the world, the atomic bomb harnesses the energp of the atom, the basic power of the universe. Its secret is atomic fission, the scientists' age-old dream of splitting the atom. Essential to its production is uranium, a rare and heavy metallic element which is radioactive and akin to radium.

Official U. S. Army photographs

OFFICER IN CHARGE of atomic bomb project, Maj. Gen. L. R. Groves.

A lustrous white metal, uranium does not exist in pure form in nature, but comes from pitchblende, the source of radium, or from carnotite, a canary-yellow mineral found in sandstone. Uranium is produced in Colorado and in Canada, which has one of the world's largest deposits of pitchblende. Other deposits are known to be in Austria, England, Russia, Sweden and Norway.

The imagination-sweeping experiment in harnessing the power of the atom has cost America $2,000,000,000 since 1939. "But the greatest marvel," President Truman said, "is not the size of the enterprise, its secrecy or its cost, but the achievement of scientific brains in putting together infinitely complex pieces of knowledge held by many men in different fields of science into a workable plan."

From the very start research developed into a race with the enemy. Ironically enough, Germany started the experiments but the U. S. finished them, and with the help of a scientist Germany herself had exiled on "racial" grounds.

The principal character in the dramatic story of the long search for a method of releasing atomic energy is Dr. Lise Meitner, a woman physicist whom the nazis expelled from Germany as a "non-Aryan." With her associates, Dr. Otto Hahn and Dr. F. Strassmann, both chemists, she had been working in the Kaiser Wilhelm Institute in Berlin, bombarding uranium atoms with neutrons and then submitting the uranium to chemical analysis. Her work was interrupted at its most exciting stage by exile from Germany. Dr. Meitner continued her experiments in Copenhagen, where she discovered that a radioactive barium came from uranium as a result of splitting the uranium atom in two nearly equal halves. This ra-

dioactive substance, much more powerful than radium, proved the key to atomic energy.

The news was cabled at once to Dr. Niels Bohr, one of the world's greatest scientists, then in America. The experiment was successfully repeated at Columbia University on 24 Jan 1943.

At first it was believed that it was ordinary uranium of atomic weight 238 that was being split, but later experimentation revealed that a much rarer uranium twin, U 235, held the key to the release of atomic energy.

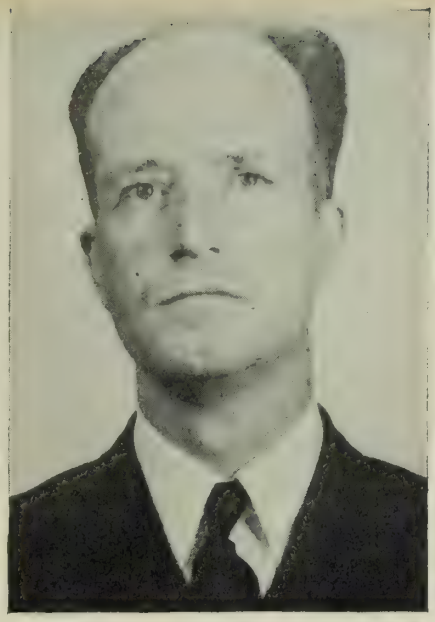
The chain of scientific discoveries which led to the atomic bomb began at the turn of the century when radio activity was discovered. Until 1939 work in this field was world-wide, being carried on particularly in the United States, England, Germany, France, Italy and Denmark. Near the end of 1939 the late President Roosevelt appointed a commission to investigate the use of atomic energy for military purposes.

Research, which had been conducted on a small scale with Navy funds at the Naval Research Laboratory, was put on a full-scale basis. At the end of 1941 it was decided to go all-out on research and the project was put under the direction of a group of eminent American scientists in the Office of Scientific Research and Development, under Dr. Vannevar Bush.

It was at this time that President Roosevelt and Prime Minister Churchill agreed to continue the joint research of the two countries in the United States.

War's Top Secret

The major part of the program was turned over to the War Department, with Maj. Gen. Leslie R. Groves in charge. At Philadelphia the Navy had built an experimental pilot plant and in 1944 this was expanded to produce larger concentrations of the key chemical needed for the atomic bomb. Maj. Gen. Groves visited the Navy plant in June 1944 to obtain blueprints for construction of additional plants.



Official U. S. Navy photograph

WEAPONEER, Capt. William S. Parsons, USN, helped "deliver" bomb.

Two of these were located at Clinton Engineer Works in Tennessee and a third at the Hanford Engineer Works in the state of Washington. These plants grew into large self-sustaining cities, where at one time 125,000 men and women labored to harness the atom.

From the outset extraordinary secrecy and security measures surrounded the project. The work was completely compartmentalized so that while many thousands of people were associated with the program, no one was given more information than was absolutely necessary to his own job.

A special laboratory was set up near Santa Fe, N. M., under the direction of Dr. Robert Oppenheimer of the University of California. Dr. Oppenheimer supervised the first test of the atomic bomb on 16 July 1945 in a remote section of the New Mexico desert lands.

On the night of 12 July the experts began the final assembly of the bomb, in an old ranch house. The bomb was hauled to the top of a steel tower on Saturday, 14 July, and two days later a group of eminent scientists gathered to witness the results.

The nearest observation post was a timber and earth shelter 10,000 yards south of the tower. At another point, 17,000 yards from the experiment, key figures took their posts to watch.

At 3 a. m. the party moved to the forward control station, to await the firing hour of 5:30 a. m. Tension reached a tremendous pitch. Time signals—"minus 20 minutes," "minus 15 minutes"—were repeated. At "minus 45 seconds" a robot mechanism took over, and from then on there was no human control. Lying face downward, with their feet toward the steel tower, the watchers waited.

Then came a blinding flash, followed by a tremendous, sustained roar and a heavy pressure wave which knocked down two men outside the control tower some five miles away. The steel tower was completely vaporized.

The explosion over, the men leaped to their feet, shook hands, embraced each other. No matter what might happen now, all knew that atomic fission would no longer be hidden in the cloisters of the theoretical physicists. All seemed to sense immediately that the explosion far exceeded all hopes.

They had been present at the birth of a new age—The Age of Atomic Energy. Now they, and their countries, had the profound responsibility to help in guiding into right channels the tremendous forces which had been unlocked for the first time in history.

Official U. S. Army Signal Corps Radiophotos

JAP HOSPITAL SHIP in closing days of war was stopped by American destroyers and found to contain 30 tons of contraband. Lt. (jg) Robert L. Kowerz who led a boarding party found machine guns in crates marked 'medical supplies.'

WORLD AFFAIRS

Potsdam Pact

Germany is to be stripped of her great war-making capacity and reduced to a third-rate industrial power to "convince the German people that they have suffered a total military defeat," by a decision of the Big Three on 2 August, at the conclusion of 16 days of interrupted conferences in Potsdam, Germany.

The Reich will be decentralized politically and economically and, under Allied control, will be compelled to work her way back to "a democratic and peaceful basis" on a standard of living "not exceeding" that of other European countries.

Reparations based not on cash payments but on removal of capital equipment, war materials and finished products from Germany, were called for in the document signed by President Truman, Premier Stalin and Britain's new Prime Minister, Clement R. Attlee.

Each of the Big Three powers will fill its own reparations claims, largely by taking goods and equipment from its own occupation zone. In addition, Russia will get 10% of removable industrial equipment from the Allies' western zones as a flat payment, and an additional 15% for which she will pay in goods. Russia renounced all claims to gold captured in Germany by the U. S. and Britain.

Boundaries were left for the peace conference, except that Russia's request for the Baltic port of Koenigsberg was recognized and Poland's claims to Danzig and East Prussia territory were tentatively approved. Allied correspondents were promised full freedom in Poland and the Balkans.

The document made no mention of Russia's intentions in the Pacific war but these were revealed a few days later when the Soviet Government announced that it would consider itself in a state of war with Japan as of 9 August.

The agreement revealed that the war criminal trials will begin soon with the first list of defendants to be published before 1 September, and that a Council of Foreign Ministers, including those of China and France, will be established to prepare peace treaties with Italy, Bulgaria, Finland, Hungary and Rumania, with Italy receiving first consideration.

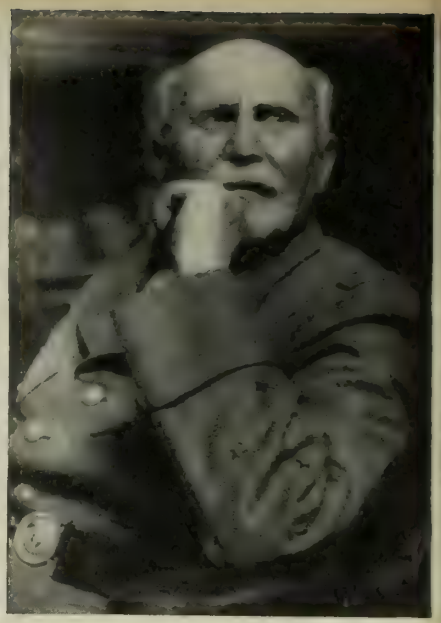
Franco's Spain will not be invited to join the United Nations because of "its support of the Axis powers."

President Truman presided at all 13 meetings of the Big Three. The sessions were interrupted twice, first by the return of Mr. Churchill to England to learn the results of the general election and again when Premier Stalin suffered a minor indisposition. Churchill attended nine meetings before the conference recessed and Attlee, returning as the new British Prime Minister, attended four meetings in that capacity. Attlee, however, was familiar with what had happened before he took over as British spokesman, having sat in on the earlier discussions. Closing sessions found Stalin sole remaining member of original Big Three of Roosevelt, Churchill and Stalin.

The Occupied Lands

Germans—for the first time in 12 years—were offered the opportunity to return to democratic government when military officials in the U. S. zone of occupation announced they would consider applications for the formation of democratic political parties and labor unions and to hold public meetings.

First applications were expected to be for public meetings to discuss formation of parties. In the U. S. zone the political trend at present is toward the left, with the Communist Party and the Social Democrats two of the strongest parties.



Photograph from Press Association, Inc.

MARSHAL PETAIN shows impatience at his treason trial. Verdict: guilty.

In Berlin, Allied rulers of the German capital were operating in complete unanimity following disappearance of mutual suspicions which cropped up during the initial stages of establishing a working relationship.

Two thousand German civilians have been arrested in an attempt to curb black-market activities. Meanwhile, the three governing powers are putting their food and coal supplies into a "common pot" for expeditious distribution to Berlin's hungry millions. Residents of all three occupation zones are getting the same amount of German-grown food. Berlin's highest court, the Landsgericht, was opened under AMG auspices.

• The first mass crackdown on Germans occurred on 21-22 July when a force of 500,000 U. S. soldiers isolated entire communities, searched buildings and examined all persons in selected sections of the U. S. zone. Much contraband material and a number of SS men were seized.

In other sectors there were some disturbances. Nazi-trained "Werewolves" were reported carrying out a program of "organized sabotage" in Czechoslovakia, particularly the Sudetenland. Reopening of movie theaters in Munich brought mass shouts and boos at the showing of a short depicting the execution in gruesome details of four German spies.

• Evacuation of German troops from Norway started with a vanguard of 1,100 officers and men from the Trondheim area who were packed into cattle cars for shipment home via Sweden. Altogether more than 75,000 will be transferred in this manner.

• The Allies repatriated 3,848,000 displaced persons in Europe as of 17 July, but 819,915 still remain in displaced-person camps in the U. S. zone of occupation alone.

Official U. S. Army Signal Corps photograph

HIS MIND ON THE EXPOSURE, an American Army man takes a snapshot of French bathing beauties at Cannes, an Army recreation area on the Riviera.

• The Big Four signed an agreement for occupation and administration of Austria similar to that in effect in Germany. Complete separation from Germany, restoration of 1937 frontiers and return to democratic government were the Allies' goals.

• The Allied Commission in Rome has virtually freed all of Italy's foreign trade, so that other nations will be permitted to deal directly with the Italian Government or commercial agencies without going through the Allies.

Master Race on Trial

German leaders, who once strutted arrogantly through the salons of Europe, are now housed in the bare cells of Nuremberg's city jail to await trial early this month before the International War Crimes Court.

Scheduled to face the first session of the court in the nazi shrine city are Reichsmarshal Herman Goering, Joachim von Ribbentrop, Franz von Papen, Dr. Alfred Rosenberg, Field Marshal Gen. Wilhelm Keitel, Dr. Robert Ley, Julius Streicher, Arthur Seyss-Inquart, Dr. Hans Frank and Gen. Gustav Jodl.

The nazi war criminals were transferred to the Nuremberg jail from a Luxembourg hotel where they had been held since their capture.

An international tribunal consisting of four judges from the United States, the United Kingdom, France and the Soviet Union will sit in judgment on the war criminals. There will also be four alternate judges, in order to replace any member who becomes ill.

The tribunal conducting the "master trial" of German leaders will be guided by a new code of international warfare which defines aggressive war as a crime against the world and provides punishment for those who provoke such wars. Subsequent trials of war criminals by courts in the occupation zones will have the legal precedents of the Nuremberg trial to guide them.

• German civilians were discovering that nazi war propaganda was just that when military tribunals of "soft Americans" began passing out death sentences to those found guilty of murdering American flyers shot down behind enemy lines during the battle of Germany. Trials were held in Darmstadt and Munich.

• A British military tribunal also meted out a death sentence following conviction at Bari, Italy, of Italian Gen. Nicola Bellomo for the killing of one British officer and the attempted killing of another when they were prisoners of war.

• Vittorio Mussolini, son of the late Italian dictator, has been placed at the disposal of the High Commission for Punishment of Fascist Crimes and appears likely to be brought to trial by the Italian purge tribunal.

Labor's Landslide

Britain, surging sharply to the left, smothered the Conservative Government of Winston Churchill and put the Labor Party into power with 390 out of 640 seats in Commons, in the first general election in 10 years. Returns tabulated on 26 July were from the election of 5 July.

The landslide gave Labor nearly half of the popular vote, and Mr. Churchill and his Foreign Secretary, Anthony Eden, were among the few survivors among Tory Cabinet members. Liberal and Communist parties also fared badly.

Maj. Clement R. Attlee, Labor Party chief, accepted King George's invitation to form a new government and the new Prime Minister immediately appointed six strong Labor leaders to key positions in his Cabinet.

Ernest Bevin succeeded Eden as Foreign Secretary and the No. 2 post, that of Chancellor of the Exchequer, was filled by Hugh Dalton. The office of Lord Privy Seal went to Arthur Greenwood, and Herbert Morrison, Bevin's chief rival in Labor ranks, was named Lord President of the Council. Sir Stafford Cripps became President of the Board of Trade and Sir William Jowitt, distinguished lawyer, was appointed Lord Chancellor.

Mr. Churchill, in relinquishing the post of Prime Minister which he had held since May 1940, said, "I regret that I haven't been permitted to finish the work against Japan. For this, however, all plans and preparations have been made and the results may come quicker than we have hitherto been entitled to expect."

Attlee, in his first speech as Prime Minister, pledged anew his nation's determination "to finish the war with Japan." He said his new government sought the fullest cooperation of all nations, a security that will banish war forever, and a widespread prosperity among all the peoples and nations of the world.

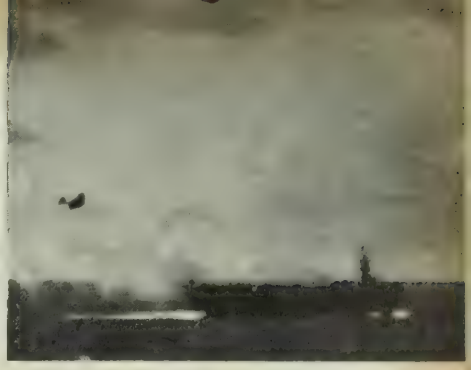
Professor Harold J. Laski, Labor Party chairman, announced that the new government's aims would include nationalization of the Bank of England, of coal, power, steel and transport, and an "orderly, straightforward" socialization of Britain.

• Only two dissenters barred unanimous ratification of the United Nations Security Charter by the U. S. Senate on 28 July. William Langer (R-N.D.) and Henrik Shipstead (R-Minn.) cast "noes" in the 89-2 ratification vote.

• Premier T. V. Soong relinquished his post as China's Foreign Minister and turned it over to the Information Minister, Dr. Wang Shih-chieh. Dr. Soong retained his post as Premier.

• King Peter has been virtually exiled and the Yugoslav monarchy liquidated by Premier Marshal Tito, who told the National Assembly that the "outmoded, tyrannical institution" was "incompatible with democracy." In London, King Peter, charging Tito had established a dictatorship, disowned the three regents he had appointed early this year to represent him in defending the constitutional rights of the people.

• Field Marshal Sir Harold R. L. G. Alexander, one of Britain's conquering heroes, was appointed Governor General of Canada to succeed the Earl of Athlone. He will take office next spring.

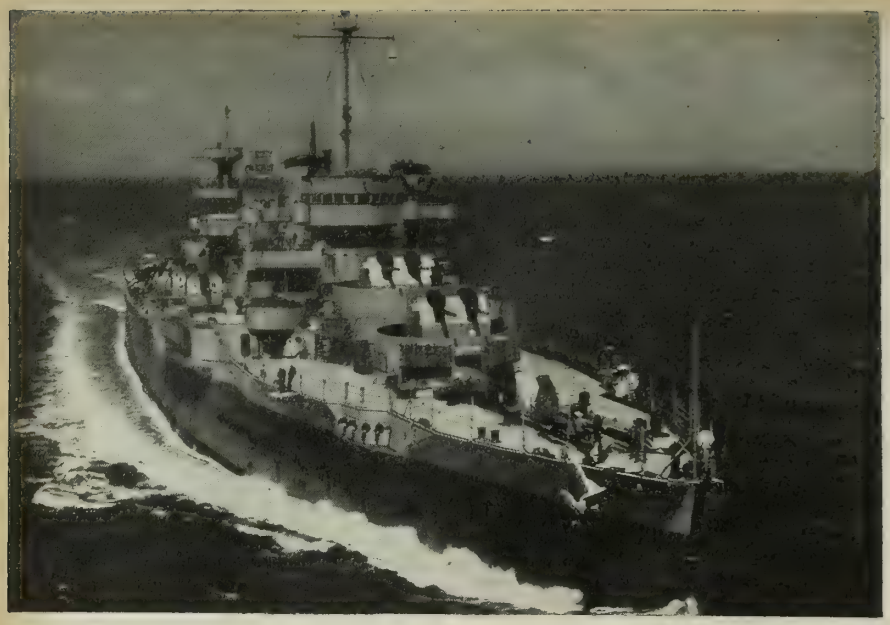


OUT OF CLOUDS a kamikaze dives for USS Suwanee. Astern is an F6F

. . . which veers off as the ship's guns belch smoke and lead. But Jap . . .

. . . scores—not fatally, however. The CVE returned to action after repairs.

Official U. S. Navy photographs



Official U. S. Navy photograph

STILL SHOOTIN' is the 34-year-old battleship Wyoming, a gunnery ship since 1942. She fired more flak in war than any other ship but never met the enemy.

NEWS OF THE NAVY

Cut! Six billion dollars in prime contracts have been canceled by the Navy, in addition to the $1,200,000,000 shipbuilding schedule that was halted.

Moving quickly to speed national reconversion, the Navy explained that there would be large cuts in aircraft production and ordnance, particularly explosives, projectiles, bombs, mines and torpedoes.

Ships on which work will be halted include the battleship *Illinois*, the carriers *Reprisal* and *Iwo Jima*, and the heavy cruisers *Northampton, Cambridge, Bridgeport, Kansas City, Tulsa, Norfolk, Scranton*, and three others not yet named. In addition, work will stop on 16 escort carriers, 11 light cruisers, 11 destroyers, six submarines, 25 minesweepers and 14 auxiliaries.

Preparations had been under way for several months for the termination of Navy contracts. The Navy's termination policies and procedures were established by the Industrial Readjustment branch of the Office of Procurement and Material.

Century note: Ceremonies marking the Centennial of the U. S. Naval Academy, on 10 Oct 1945, will be held during the week of 7-13 October under plans now being developed by the Centennial Commission.

In addition to the ceremonies planned at the Academy, the Commission is arranging for simultaneous observances by Naval Academy Association branches throughout the nation. Because of transportation difficulties, attendance at the Academy observance will be restricted.

The Commission, created by a special Act of Congress, is headed by President Truman as Honorary Chairman, with Ralph A. Bard, former Under Secretary of the Navy, acting as chairman.

Promotions. The following nominations to flag rank have recently been confirmed by the Senate:

To be vice admiral:

Robert C. Giffin, USN, as ComServLant.
Alan G. Kirk, USN.
David W. Bagley, USN, as a member of the Joint U. S.-Mexican Defense Committee.

To be rear admiral:

Oswald S. Colclough, USN, as Assistant Judge Advocate General.
Edward H. Smith, USCG, as district Coast Guard officer 3ND.
Gordon T. Finlay, USCG, as district Coast Guard officer 8ND.
Earl G. Rose, USCG, as task force commander, in the U. S. Atlantic Fleet.
Joseph Greenspun, USCG, as chief finance and supply officer.

To be commodore:

James M. Shoemaker, USN, as commander naval air bases Philippines.
Ben. H. Wyatt, USN, as an island commander in the POA.
Richard R. McNulty, USNR, as supervisor of U. S. Merchant Marine Cadet Corps.
Milton R. Daniels, USCG, as district Coast Guard officer 4ND.
Merlin O'Neill, USCG, as district Coast Guard officer 5ND.
Frederick A. Zeusler, USCG, as district Coast Guard officer 13ND.
Eugene A. Coffin, USCG, as district Coast Guard officer 14ND.
Adolf V. S. Pickhardt, USN, as chief of staff to commander, U. S. Naval Forces, Northwest African waters.
James A. Hirshfield, USCG, as district Coard Guard officer, 9ND(Cleveland).
Roger E. Nelson, USN, as commandant, NOB, Guam.
Norman H. Leslie, USCG, as district Coast Guard officer 17ND.
James W. Boundy, (SC) USN, pay director, as fleet or force supply officer, U. S. Pacific Fleet.

To be brigadier general in the Marine Corps:

Ford O. Rogers, USMC.
Byron F. Johnson, USMC.

Navy hits 150 Jap-held shores. Since the turn of the tide in the Pacific war at Guadalcanal in August 1942, the Navy has landed combat troops on enemy-occupied islands on an average of once a week. More than 150 times the Navy put ashore U. S. soldiers and marines and units of the Australian and New Zealand Armies in hacking a trail of conquest from the Solomons to the Ryukyus.

The amphibious assaults ranged in size from small landings—in the early stages — to several-division attacks like Saipan, Leyte, Lingayen, Iwo and Okinawa.

Indicative of the massive job were the landings made by the 7th Amphibious Force under Vice Admiral Daniel E. Barbey, USN—56 in all. In those assaults an estimated 1,076,000 men were put ashore along with approximately 5½ tons of supplies and equipment per man. To maintain each man an additional ton of supplies a month had to be landed.

Support of the landing forces contributed greatly to the complexity of the supply problem. At Tarawa the Navy used 3,000 tons of gun ammunition; the Marshalls took 16,000 tons; in the Marianas 36,000 tons were fired and another 16,000 for Iwo Jima, while 47,000 tons blasted from the Navy's rifle barrels in the first 75 days of the Okinawa campaign.

Admiral Barbey, who has returned to the States for a rest, began his operations on 30 June 1943 when a handful of men stormed tiny Woodlark and Kiriwina Islands southeast of New Guinea. Later landings, in New Guinea, the Philippines and Borneo, carried American forces 5,000 miles closer to Tokyo. His largest strike was in Lingayen Gulf on 9 Jan 1945 when the 7th Amphibs put ashore 134,500 men and 151,850 tons of supplies and equipment.

Grand Job! General of the Army H. H. Arnold, Commanding General of the Army Air Forces, praised the "grand job" of the Navy in the Pacific in a letter received last month by Artemus L. Gates as Acting Secretary of the Navy.

The letter, dated 6 August, read:

"We of the Army Air Forces deeply appreciate the cordial message you sent us on our 38th Anniversary and by Presidential proclamation, the first official Air Force Day.

"Having recently seen for myself the grand job the United States Navy is doing in the Pacific as together we bring destruction to the heart of Japan, I think this is an appropriate occasion to express our gratitude through you to your officers and men. Under trying conditions, the Navy is giving us that friendly kind of cooperation which can only spell disaster for our enemies."

Brazil's PBYs. The first Brazilian-trained crews for PBY Catalinas, which were acquired from the U. S. Navy, have completed their 2½-month course and were awarded their diplomas in a ceremony at the Galeao Island Base in Rio de Janeiro's beautiful bay. Instructors in the Brazilian Aircraft Training Unit, all officers and men of the Brazilian Air Force, received their training from the U. S. Navy.

Arrangements for the acquisition of the planes and the training of the Brazilian pilots were made when Admiral Jonas H. Ingram, USN, Commander-in-Chief of the U. S. Atlantic Fleet, commanded the U. S. 4th Fleet which cleared the South Atlantic of German submarines. This fleet used Brazilian bases.

The USS Wyoming, the battleship which served with the British Grand Fleet in World War I, used more antiaircraft ammunition than any other ship in this war without seeing the enemy or leaving Chesapeake Bay. Her seven kinds of antiaircraft guns have fired more than 1,700,000 rounds of ammunition since March 1942, when she became an Antiaircraft Gunnery School. More than 35,000 officers and enlisted men have been trained aboard the Wyoming without a casualty.

Tokyo Rose, who put the broad in Japanese broadcasting, was another casualty of the war last month when the Navy Department, tongue in cheek, awarded her a mock "citation" for having unwittingly helped us win the war against Japan.

In a verbal atomic bomb dropped unerringly on Japan's foremost feminine case of unlock-jaw, the Navy "cited" Tokyo Rose's radio propaganda for "meritorious service contributing greatly to the morale of United States armed forces in the Pacific."

Taking the Rose's favorite weapon, the air waves, and coiling them neatly about the lady's neck, Capt. T. J. O'Brien, USN, Director of Welfare, took to the air to broadcast the Navy's thanks for her propaganda, which had so lightened the Navy's task of keeping its personnel entertained.

In return, Capt. O'Brien stated, the Navy now granted Tokyo Rose permission to broadcast "to the United States Army of Occupation in Japan and to the ships of the United States Fleet at anchor in Yokohama Bay, the history-making scene of Admiral Halsey riding the Japanese Emperor's white horse through the streets of Tokyo."

The "citation," recorded by Capt. O'Brien for broadcast over "The Navy Reporter," short-waved to personnel overseas, announced that "The men and women of the Navy, Marines and Coast Guard take pleasure in presenting this citation to Tokyo Rose, of Radio Tokyo, for service as set forth in the following:

"For meritorious achievement while serving as a radio propaganda broadcaster for the Japanese. While the United States armed forces in the Pacific have been extremely busy capturing enemy-held islands, sinking Jap ships, and killing Japs and more Japs, Tokyo Rose, ever solicitous of their morale, has persistently entertained them during those long nights in fox-holes and on board ship, by bringing them excellent stateside music, laughter and news about home. These broadcasts have reminded all our men of the things they are fighting for, which are the things America has given them. . . ."

NAVY NOW 84% RESERVE

More than 84 out of every 100 people serving in the United States Navy are reserves, according to a recent analysis of the Navy's officer and enlisted personnel.

The figures, as of 30 June 1945, close of the Navy's fiscal year, are:

	Number	%
USN —Officers...	50,039	15.2
USNR—Officers...	278,363	84.8
Total officers....	328,402	
USN —Enlisted..	328,221	10.7
USNR—Enlisted..	2,584,608	84.5
USN-I—Inductees.	147,322	4.8
Total enlisted...	3,060,151	
Total personnel.	3,388,553	

Included in the reserves are 82,175 Waves—8,385 officers, 73,790 enlisted.

As of 30 Sept 1939 — 22 days after the declaration of the limited emergency — the Navy had 11,793 officers and 114,625 enlisted men on active duty.

Seeing Job Through. Comdr. Tova P. Wiley, USNR, assistant director of the women's reserve of the Navy, issued the following statement following the Japanese surrender:

"We are confident that until the time comes for Waves to return to civilian life, they, like other members of the naval reserve, will continue to carry on in their jobs in the same fine spirit with which they have served during the long months of war.

"In the time following V-J Day Waves will work wherever they are needed in the shore establishments. Some will be assigned to separation centers where they will help process the papers of men and women already eligible to return to civilian life. Others will continue to care for the sick and wounded in naval hospitals.

"In the meantime, wherever they may be, at home or overseas, Waves take intense pride in contributing to the work of the Navy and in helping the Navy see its job through to successful completion."

Drilling has begun by the Navy on its first test oil well in northern Alaska to determine the productivity of the 35,000 square miles it has held for 20 years, known as Naval Petroleum Reserve No. 4. About 200 men are working on the project, which was begun a year ago. The test drilling is at Umiat, on the Colville River, about 180 miles from Point Barrow.

How Seabees kept busy at a base outside the combat area is revealed in a report covering two years of work at Noumea, New Caledonia, by 181 Seabees and four Civil Engineer Corps officers comprising Unit 504.

They unloaded 65 ships, handling 260,000 tons of cargo, made dock repairs and set up water tanks. They installed 81,550 feet of wiring and set up 36 generators and transformers. In addition, the Seabees painted 112,382 square feet of building, erected nine quonset huts and 86 frame buildings.

They also surfaced 242,927 square yards of coral, excavated 55,825 mubic yards of coral from the sea, maintained 74 miles of road and excavated and graded 22,100 feet of ditches.

New NROTC-V-12 Units. United States Naval Reserve Officers Training Corps and V-12 units went into commission last month at the University of Nebraska and at the University of Missouri.

At the same time it was announced that 69 V-12 units at many widely scattered colleges and universities will be disestablished.

The two which went into commission are among the 25 new units au-

Official U. S. Navy photograph

TOKYO ROSE won a mock "citation" on a Navy broadcast last month when Capt. T. J. O'Brien, USN, "cited" her for entertaining U. S. Pacific forces.

Official U. S. Navy photograpns

ELECTRIC POWER for city of Cherbourg during critical weeks after Normandy invasion was furnished by crippled destroyer-escort USS Donnell, it was revealed last month. A victim of a nazi torpedo that cropped off her fantail (below), the Donnell was towed to the French city. Transformer used as part of power plant (above) was captured from Germans.

thorized to augment the previously existing 27 NROTC units. Eleven others of the 25 have already been approved by the Secretary of the Navy, and all are expected to be functioning at colleges and universaties together with V-12 units by 1 November (see June 1945 issue, p. 53).

The combined function is to be redesignated at all the 52 institutions as the U. S. Naval Reserve Officers Training Corps and V-12 Unit.

The 11 others approved by SecNav are located at Dartmouth, Cornell, Columbia, Princeton, Villanova, University of Rochester, Pennsylvania State College, Illinois Institute of Technology, University of Louisville, Miami University (Oxford, Ohio) and Purdue.

• **Capt. Mildred H. McAfee,** Director of the women's reserve, was married August 10 to the Rev. Dr. Douglas Horton, of New York City. He is Minister of the General Council of Congregational Christian Churches and Chairman of the American Committee for the World Council of Churches. It was announced she would continue as WAVE director and as President of Wellesley College.

Big Haul. Two hundred and twenty enemy vessels, including the 42,000-ton battleship *Yamato* and an *Agano*-class heavy cruiser, were sunk by Task Force 58 during its two and a half month period of combat preceding and during the Okinawa campaign. 58's aircraft probably sank 150 vessels and damaged 759 while its warships destroyed two submarines, damaged another and sank a coastal vessel in surface engagements.

Pilots of TF 58 shot down 1,640 Jap planes. Also destroyed were an additional 619 enemy planes on the ground and 1,000 more damaged or probably destroyed for a total of 3,259 between 14 March and 28 May.

Record day for TF 58's aircraft was 6 April when 249 Jap planes were shot down, at a cost of only two of the task force's planes.

Flak-happy "Miss." Thanks to a Jap Kamikaze attack, the 28-year-old battleship USS *Mississippi* is back in action in the Pacific equipped with one of the most potent antiaircraft batteries of any ship afloat. The need for repairs after a Nip suicide attack brought the *Mississippi* back to Pearl Harbor for repairs and an opportunity for a general overhaul and installation of the new armament.

The matter of increasing the *Mississippi's* antiaircraft strength had been delayed several months because of the rapid pace of the Pacific advance. Then on the afternoon of 9 Jan 1945, in Linguayen Gulf, a Jap Val smashed into the ship, killing 22 persons and injuring 18 others.

Crewmen extinguished all fires in 20 minutes, made temporary repairs and the *Mississippi*, still fully operable, continued to carry out her assignments for the next two months before proceeding for permanent repairs.

En route to Pearl Harbor her skipper, Capt. Herman J. Redfield, USN,

of Coronado, Calif., and his department heads devised plans calling for additional guns, changes in some types and the relocation of others, and general changes in the upper-deck ship structure.

Ordinarily this work would take several months—time which could not be spared—but the plan was so practical that the Navy Yard and Navy Department studied and revised time estimates and then finished the work two days ahead of schedule.

Firepower was increased 300%.

War research for the Navy will be aided by the establishment at the Naval Research Laboratory, now under the Office of Research and Inventions, of four new scientific divisions for research into various phases of electronics as applied to warfare.

The new divisions are fire control, special electronics research and development, ship-shore radio and airborne electronics. They comprise the Naval Research Laboratory Electronics Activities under Dr. A. Hoyt Taylor, Chief Consultant and Chief Coordinator for Electronics.

The vast invasion armada of 2,493 U. S. Navy ships and craft that helped land the men and machines on the beaches of Normandy more than a year ago has left the United Kingdom, its job completed.

In the last convoy to leave were the LSTs which plied back and forth across the mine-filled English Channel on an average of 45 trips apiece carrying trucks, tanks, men and guns to the continent and casualties and prisoners back to England.

On 6 June, a year to the day since the Normandy landings, the last of the U. S. Navy escort ships left Le Havre.

A total of 124,000 naval officers and men took part in the Normandy invasion and the participating craft ranged from battlewagons to LCVPs.

A mosquito repellent effective on the skin up to 11 hours and which gave "encouraging results" against the malaria-carrying mosquito in field trails conducted in South American jungles was announced last month by BuMed. The formula, developed at the Naval Medical Research Institute, Bethesda, Md., after nearly two years of study, is still in an experimental stage and if it is adopted it will be sometime before it can be put in general use within the Navy, BuMed emphasized. The repellent is a liquid, a little thicker than water, practically odorless and almost colorless. Its effects on insects other than mosquitoes have not been compiled.

Seagoing Wave. Waves have been called upon for hundreds of varied assignments since joining the Navy three years ago but none can match the 3,000 miles of "shipboard" duty recorded by Lt. Mary Salber, Delano, Calif., progress and trial board officer in the office of the Superintendent of Shipbuilding at Tacoma, Wash.

Lt. Salber has trod the decks on trial runs of escort carriers, seaplane tenders, destroyer tenders, minesweepers, sub-chasers, tugs and cargo ves-

IN MEMORY OF JOHN PAUL JONES

FOR nearly 200 years the only indication that a great American sailor once worked and played in the tiny village of Kirkbean, Scotland, was a simple slab of granite covering a tomb in the village kirkyard, or churchyard. On it is inscribed:

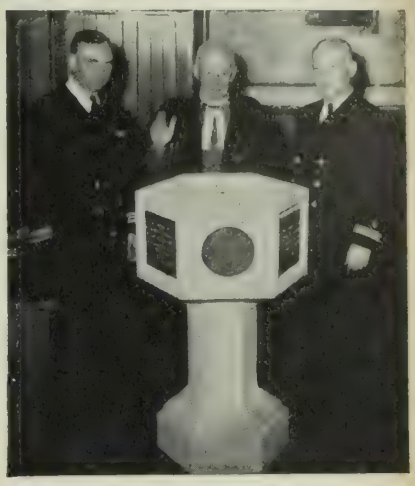
"In memory of John Paul Senior who died at Arbigland the 24 of October 1767. Universally Esteemed. Erected by John Paul Juneor."

Last month U. S. Navy officers and men paid tribute to "John Paul Juneor" with the dedication of a baptismal font to Scottish-born John Paul Jones, America's first naval hero, in the same kirk near which his father is buried.

The font, designed by George Henry Paulin, well-known London sculptor, is of Portland stone, severely simple, consisting of a hexagonal basin on a plain pedestal. On the flat sides of the basin are bronze plaques showing the U. S. Navy seal, the *Bonhomme Richard*, various types of modern combat ships, Jones' name and dates, and the inscription —"Presented by the officers and men of the United States Navy who served in Great Britain under the command of Admiral Harold R. Stark, USN."

John Paul Jones was born on 6 July 1747 in a little stone gamekeeper's cottage, which still stands, about three miles from the Arbigland parish church. Christened John Paul, he roamed the estate of the Laird of Arbigland on which the cottage was situated. His love for the sea developed on the shores of Solway Firth, just a few hundred yards from the cottage. From a nearby fishing village he first put to sea.

Honeycombing the rough shoreline of Solway are scores of caves, around which have been built one of the many legends about young Jones' early life. Most of the fishermen in the area engaged in smuggling as a dangerous but profitable sideline. Jones is reputed to have been involved in these operations and one of the caves is alleged to have been connected by a tunnel to the house where he was born. Today most of the caves are blocked by rock slides and no evidence supports the story.



Official U. S. Navy photographs

DEDICATING font to memory of John Paul Jones — Lt. Comdr. Chandler who preached sermon; Very Rev Archibald Main, rector of Kirkbean; and Lt. McCombs.

After several voyages to the United States he and his brother were adopted by a wealthy Virginia planter who, on his death, willed young John his estate on condition he take the family name of Jones.

Jones began his naval career at the outbreak of the Revolutionary War when he was commissioned a lieutenant in the Colonial Navy. His daring exploits in preying on British shipping, first off the coast of Bermuda and later in waters around the British Isles, marked him as one of the outstanding naval men of his time. His most famous action was against HMS *Serapis* off Flamborough Head in Yorkshire, where, in response to a request to surrender his ship, *Bonhomme Richard*, he said: "We have not yet begun to fight."

KIRKBEAN parish church, which gives Jones' Scottish birthplace its name.

Official U. S. Navy photographs

A FLOATING ice cream parlor, this concrete barge supplies small units of fleet with fresh and frozen foods. A 'customer' (left) takes delivery of five gallons of ice cream, while (right) a small-craft crew pitches in.

sels, compiling official trial and departure reports and giving the status of completion at the time of departure. Upon these reports are based the schedules for future work.

Back from the wars after a 150,000-mile tour of duty, including invasions from southern France to Okinawa, men of the Navy's Composite Spotting Squadron One are home on leave.

Main job of the 24-plane squadron was locating targets on the ground, but in southern France they found and also destroyed 1,000 motor vehicles and tanks, 23 locomotives and 195 railroad cars. On the side, they shot down 26 German planes. Flying from a carrier in the Pacific, the men made 3,758 sorties during tho Luzon, Iwo Jima and Okinawa campaigns.

Personnel liberated. The following are additional naval personnel liberated from war prisons, as reported to BuPers through 7 August:

ASIATIC

Boyd, George, MM1c, Caridad, Cavite, P. I.

Robinson, Harry Melton, CEM, Manila, P. I.

ATLANTIC

Brown, James Monroe, III, S2c, New York, N. Y.

Carter, Charles Harold, PhM1c, Corsicana, Tex.

Dunn, John Edward, Lt.(jg), New York, N. Y.

Davis, Sumner R., Lt.(jg), Melrose, Mass.

Harris, Richard M., Lt.(jg), Orlando, Fla.

Huizenga, Richard M., 1st Lt., USMC, Cooperville, Mich.

Jennings, Robert E., Lt. Comdr., Menominee, Mich.

Kinney, John, F., 2nd Lt., USMC, Colfax, Wash.

McAlister, John A., 2nd Lt., USMC, Blue Mountain, Miss.

McBrayer, James D., USMC, Lorena, Tex.

McCarley, Donald Welker, ARM2c, Bellaire, Ohio.

O'Malley, John D., Ens., Cincinnati, Ohio.

Palmer, John Higbie, Lt., Chicago, Ill.

Scattergood, Roderick D., ARM2c, Atlanta, Ga.

Thompson, Robert E., S2c, Miami, Fla.

SHIPS & STATIONS

"Ice Cream Ship" of the European invasion was the name affectionately bestowed on the destroyer tender, USS *Melville*, by the hundreds of LST crewmen of the invasion armada served at her soda fountain. Nonetheless, the doughty tender can match her record of wartime duty with practically any ship in the U. S. Navy.

In the first World War, the *Melville* was given rush orders to Ireland to service U. S. destroyers fighting the U-boat menace.

When the massive invasion fleet was assembling off southern England in 1944, the *Melville* again headed for Europe. Her duties included speedy re-arming of LSTs, replacement of anchors and ship propellers, repairing reduction gears, installation of truck elevators and new equipment designed especially for the invasion, and replacement of boat davits to support the 12,000-pound LCVP invasion boats.

After the first flush of the invasion, a steady stream of LSTs pulled alongside of the *Melville* for check-ups and repairs and it was then that the crews availed themselves of the luxury of the tender's soda fountain, barber shop, tailor shop and laundry.

Quota busters. With the first birthday anniversary of their ship approaching, the crew of the Pacific fleet minesweeper USS *Serene* set out to honor her fittingly. They decided to say it with War Bonds.

The fleet quota for the 7th War Bond Drive had been set at $18.75 per man, and for the 100 potential purchasers on the *Serene* that meant $1,875. But when the cash stopped rolling in, the crew had bought $4,350 worth of bonds—232% of the quota.

• **Strong boy:** George L. Henderson, AS, USNR, has received a plaque for making a score of 100 on the Navy's standard physical fitness test. In all of the five tests, Henderson exceeded the requirements for a perfect score. No comparable record has been reported to date.

Now at Midshipmen's School, Notre Dame, Henderson did 50 squat thrusts, 207 sit ups, 91 push ups, 130 squat jumps and 41 pull ups. Required for an average score of 50 are: 29 squat thrusts, 37 sit ups, 28 push ups, 34 squat jumps and 9 pull ups.

Oldest destroyer, operating as such, in the Pacific Fleet, the USS *Farragut* shows no signs of infirmity. Starting this war from scratch—the attack on Pearl Harbor—the *Farragut* has engaged in 13 major operations in the Pacific and in addition rode out the China Sea typhoon of December 1944, in which three destroyers went down and another was damaged.

The *Farragut* escaped damage at Pearl Harbor and a week later put to sea with a task force. Then followed the Coral Sea engagement, the Guadalcanal landings; the Aleutians campaign, where she was credited with a "probable" submarine sunk; Tarawa; Marshall Islands campaign; New Guinea operations; the bombings of Yap, Ulithi, Woleai, Truk, Satawan and Ponape; the strikes at Saipan and Guam, and the invasions of Iwo Jima and Okinawa.

First of the two-stackers, and first U. S. destroyer built since 1919, the *Farragut* was launched at Quincy, Mass., on 15 Mar 1934 and broke all existing speed records on her commissioning run with a speed of 39.6 knots.

Flat-bottom Queen. *LST 477*, nicknamed "Queen of the Flat Bottom Fleet," took a firmer hold on that title off Iwo Jima when she withstood a bomb hit and a Kamikaze crash simultaneously, fought off fires and managed to land the 3d Marine Tank Battalion with their tanks, it was disclosed last month.

The LST, a veteran of six cam-

paigns, and the first of her type to beach on a Jap-held island—Attu—has returned to the U. S. for repairs. Three times she has been reported sunk, once through error by the Navy, but this was the first time she had been hit.

At Iwo the Kamikaze plane crashed into *LST 477* on her starboard side forward. At almost the same instant she was hit in the same area by a bomb. A terrific explosion rocked the ship, sending flames and debris 100 feet into the air. An electrical failure stopped the main engines and the ship lay dead on the water.

Temporary repairs were made and three times the LST drove in for the Iwo beach, but grounded too far out for the tanks to get off the ramp. She made it on the fourth try with LCMs acting as tugs.

Lifesavers. Starting with the rescue of 39 survivors of the torpedoed British steamer *Marconis* seven months before America's entry into the war, the U. S. Coast Guard saved 4,243 military personnel and merchant seamen up to the end of the European war.

Coast Guard vessels were most active in rescue work in 1942 when nazi submarines were picking off freighters and tankers within sight of the Atlantic and Gulf shores.

Along the Atlantic Coast, Gulf of Mexico and Caribbean, 1,658 survivors of enemy torpedoings have been saved through Coast Guard air-sea rescue activities. In the North Atlantic 810 were saved and in the Mediterranean 115. In addition, 1,660 invaders were hauled to safety by rescue cutters in the English Channel during the landings in Normandy.

A saving of $318,000 — despite the fact that it has never had a naval appropriation—is the 13-month record of the youngest of three salvage yards at NOB, Norfolk, Va.

Using buildings and equipment built from salvaged materials, and Navy general court-martial prisoners and POWs for labor, the yard has saved more than $251,000 from four primary salvage sources—waste paper, discarded lumber, packing boxes and pallets.

• **The high cost** of getting your picture taken is no problem at one advance training base in the Pacific. A surplus of cash has enabled the center's Welfare Department to take pictures free. A small studio has been set up and it is estimated that the work will cost $40 for each 100 men pictured. Two "shots" are taken of each man, and he gets his choice of which one he wants developed. He then gets two 5x7-inch prints free.

Total sales in 1944 of more than $493,000,000 were reported by the Navy's 5,500 Ship's Stores, Ship's Services, Marine Corps PXs and Commissaries.

Concentration of the war in the Pacific has brought about an expansion of activities in that area in an effort to furnish cigarettes, ice cream, soft drinks, beer and other items naval personnel want.

Photograph from Press Association, Inc.

HULL OF HAWAII MARS is raised from Chesapeake Bay where it fell 5 August. No one was hurt. The 72½-ton plane, world's largest, will fly again.

REPORT FROM HOME

V-J Jamboree. Anxiety and tension that had piled up in Americans for almost four years exploded all over the nation in frenzied celebrations shortly after 7 p.m. (EWT) on 14 August, when President Truman announced Japan's surrender.

From New York City to the smallest hamlet, civilians and servicemen poured out their joy in noise, song, snake dances, conga lines, impetuous pranks. Men and women embraced in the streets, sharing bottles, jumping on passing automobiles.

Millions, however, celebrated at home, often toasting quietly to pictures of their sons in uniform. For many others, the victory report was a source of sadness. In almost every city, some women wept as they watched revelers singing in the streets their sons would never again see.

Times Square took the lead in one of the greatest emotional jags in this nation's history. Crowds estimated at 2,000,000 milled through the Great White Way, gathering in enormous knots around the statue of the marine quartet planting the flag on Mount Surabachi.

Postwar problems. But before 24 hours had passed, and while the headaches still lingered, Americans began seriously considering postwar plans. What about demobilization, they wondered? How about reconversion of industry; price, wage controls? How about getting jobs for discharged servicemen? And for the 5,000,000 civilians whose defense jobs soon would vanish?

In no case were the answers complete. For one thing, with Congress recessed until 4 September, President Truman was drafting legislation for consideration by the legislators. How closely Congressmen would adhere to suggestions of the President or his assistants was not known.

So far as demobilization was concerned, some things were definite.

1. Monthly inductions for the Army would be cut from 80,000 to 50,000 immediately.

2. The Army planned to release between 5,000,000 and 5,500,000 men within the next year or 18 months, using the point system already established.

So far as civilian problems were concerned, the War Manpower Commission abolished all manpower controls on employers and employees.

Civilians also look forward to the end of rationing on many commodities. Particularly pleasing was the abolition of gasoline rationing. Canned goods and fuel oil also came off the rationing list, and it was expected that shoes would be unrationed by October.

Home-Town Topics. The world that waited so tensely for the official word of the Jap surrender can attribute about 10 minutes of that long vigil to a Washington, D. C. traffic cop. He was only doing his duty on that day when he spotted a car making a left turn against traffic regulations. He stopped the car. The passengers admitted the infraction, explained they were rushing to the State Department with news of the Jap acceptance of our terms. Said the cop: "You can't feed me those horsefeathers," and gave the driver a ticket. The next day he commented: "I was handed an eight-ball." Police authorities gallantly destroyed the ticket.

In Portland, Ore., no sooner had a woman finished celebrating the peace, than she called a newspaper office to ask if gasoline rationing had ended.

Photograph from Press Association, Inc.

EMPIRE STATE BUILDING was scene of tragedy when an Army bomber tore this gaping hole between 78th and 79th floors. Killed were 13; injured, 26.

She was assured it had. "Thank goodness," she said. "I got so awfully tired of stealing gasoline."

A *Ketchikan, Alaska,* newspaper makes the following observation on local moves: "Three liquor stores opened last week. Three new preachers came to town. We're holding our own."

Tip for homecoming servicemen. Romeo Green, of *Urbana, Ill.,* finds that a washing machine is ideal for shelling peas. Just toss the mess into the washer and push the button. He says it doesn't make pea soup.

New Yorkers watched an unusual parade last month when the Stage Door Canteen moved to new, but temporary, quarters at the Hotel Diplomat. Mayor LaGuardia led 150 celebrities and hostesses.

LST 512 had 361,985 visitors in July. Salvaged after being crippled off Normandy, the LST has been touring the Great Lakes and Mississippi to show civilians what life on an LST is like.

Sponsored by the Incentive Division of the Navy, the LST's 12,000-mile tour features dramatic demonstrations of jungle warfare by its crew of combat veterans. An additional 700,000 persons witnessed their "Hit the Beach" demonstrations during July.

Skyscraper Tragedy. One of the most spectacular tragedies of the war occurred far from the fighting fronts on 28 July. That morning, an Army B-25 roared out of thick fog over New York City and crashed into the 79th floor of the Empire State Building, more than 900 feet above 34th street. Killed in the crackup and the ensuing fire were 13 persons, many of them workers in the Catholic Charities office. Twenty-six others were injured by the shock that made a shambles of two floors of the world's tallest building.

Investigators estimated the damage at $500,000, but said the structure of the skyscraper was unimpaired. Hero of the tragedy was a 17-year-old coastguardsman, Donald Malony. A hospital apprentice, he struggled through the panic-stricken people and the debris and administered first aid on the scene.

On the same day that news of the atomic bomb (see p. 7) heralded a new era in internationalism, the death of Hiram Warren Johnson, one of America's famous isolationists, marked the closing of a period in foreign affairs. The California senator died of thrombosis of a cerebral artery at the Naval Medical Center, Bethesda. Dean of Republicans in the upper house, Senator Johnson was 78, and was serving the fourth year of his fifth term.

A life-long isolationist and bitter opponent of our entry into the League of Nations, Senator Johnson opposed United States participation in the United Nations Charter. His colleagues paid tribute to his liberalism in domestic affairs and to his sincerity and steadfastness of convictions.

Five days before he went to the hospital on 18 July, Senator Johnson cast the lone vote in the Foreign Relations Committee against reporting the United Nations Charter without change. He had repeatedly clashed with colleagues during hearings.

Maj. Richard Bong, holder of the Congressional Medal of Honor and 25 other decorations, died on 6 August in the wreckage of a jet-propelled fighter plane which crashed while he was testing it near Burbank, Calif.

America's most famous ace, the 24-year-old flyer had shot down 40 Jap planes without being injured and had been brought stateside for "safe" duty because the knowledge he had gained in battle was deemed too valuable to risk.

Maj. Bong was testing the Army's latest fighter model, a P-80, which can do better than 550 miles an hour. Witnesses said the flyer was trying to get out of the ship when it crashed. He had released the escape hatch and was partly clear when the flames enveloped him.

ENTERTAINMENT

Top-flight drama critics last month interrupted vacations for one night, traveled to Stamford, Conn., to observe Clare Boothe Luce essay a new career. Already established as playwright and Congresswoman, the beauteous wife of Time-Life-Fortune publisher Henry Luce made her debut as an actress in the title role of Shaw's "Candida." Within a week, she announced she was leaving the show because of more pressing duties in the House of Representatives . . . Another playwright, Pulitzer Prize

Photograph from Press Association, Inc.

YOUNGEST STATION AGENT on Illinois Central RR, Arnold Hering, 14, took over the job for four weeks this summer. He learned Morse code after school.

Photograph from Press Association, Inc.

VICTORY CONGA line swings into action in front of White House to celebrate Japan's surrender. Scene here was typical of U. S. Frenzied celebration snarled traffic for hours along Washington's famous Pennsylvania Avenue.

winner Robert E. Sherwood, has a new play to be produced by the Playwrights Company, with Spencer Tracy as star. It is "Out of Hell," and about the war . . . War and the armed forces still hogged the Broadway screen. Included in this group were: "Story of G.I. Joe," based on Ernie Pyle's writings; "Back to Bataan," "Anchors Aweigh" and "Blood on the Sun." Among the non-military movies, one of the most popular was "Incendiary Blonde," with Betty Hutton in the Hollywood version of the late Texas Guinan . . . When Robert Lawson got his discharge button, it looked as though he was finished as a singer. Bullet wounds with the infantry had given him six months of paralysis and bad stage-fright. He conquered both and last month the 23-year-old tenor got a contract with a good chance of landing a fat part in a musical comedy.

VETERANS

The new Administrator of Veterans Affairs, Gen. Omar Nelson Bradley, took office on 15 August, succeeding Brig. Gen. Frank T. Hines, who had been administrator for the past 22 years. The "doughboys' general" immediately announced the appointment of two generals who had served under him in Europe to be his top advisers in administration and medical services, two Veterans Administration functions which had come under heavy fire in recent months.

Maj. Gen. Paul R. Hawley, who was chief surgeon of the European theater, became medical adviser, and Brig. Gen. Henry B. Lewis, Gen. Bradley's deputy chief of staff in the 12th Army Group, became administration adviser.

Gen. Bradley also announced that:

- appointment of his advisers did not imply any "volcanic eruption" in Veterans Administration organization.
- changes in organization or personnel would come only after study.
- officials unable to carry out their assignments would be relieved.

Jobs for veterans through local offices of the United States Employment Service totaled more than a quarter million in the three months immediately preceding surrender of Japan.

Domiciliary care (care received by a veteran in a home for the disabled) does not bar him from being eligible also for education or vocational rehabilitation under either the GI Bill or Public Law 16. This ruling has been issued by Veterans Administration to clarify veterans' rights, as under the law "duplicate benefits" are barred. (For instance, a veteran cannot get both education under the GI Bill and vocational rehabilitation under Public Law 16.)

The veteran receiving domiciliary care, however, while eligible for education or vocational rehabilitation, is not eligible for certain added financial help given to veterans not receiving domiciliary care—the subsistence allowance of $50 to $75 a month under the GI Bill, or the increase in pension while taking vocational rehabilitation under Public Law 16. These *are* regarded as duplicate benefits, inasmuch as the domiciled veteran would already be receiving subsistence in the veterans' facility.

Farming will attract more than a million war veterans, according to a survey by the Army. One million men in the Army and Navy say definitely that they are planning to go into farming after the war. Another million and a half say they are "thinking quite seriously about it," and about a half or three quarters of a million say they want "a home in the country and a job in town," meaning some part-time farming. Even if half of these three million change their minds, that would still leave a million and a half men heading for the land after their discharge from the service.

Farms in New York will be sought by from 20,000 to 100,000 war veterans, estimates that state's agricultural consultant to the division of veterans' affairs, Henry B. Little. Veterans' counselors in New York have been urged to discourage the purchase by veterans of cheap or abandoned farms. Best advice for veterans, says Mr. Little, is to start out gaining experience on someone else's farm. "If a veteran takes a job on a good farm and makes good, it will not be long before he will have a chance to rent a good farm or buy one with a small down payment, from some retiring farmer . . . We have a big group of farmers in New York State who have passed retirement age and another big group fast approaching this age."

Scholarships for 1,200 of its veterans have been established by New York State, entitling the holders to attend recognized schools in the state and receive their tuition and fees, not to exceed $350 per year for four years. For details, write State Education Department, Albany, N. Y.

Interviewers whose job it is to find jobs for handicapped veterans, through the United States Employment Service, say their experiences prove that in the majority of cases there is no such term as "unemployable." Their reasons:

- Many millions of persons termed "unemployable" during the depression have been productive workers in the nation's war program.
- A competitive industry in one large state (a toy factory) is run *completely* by persons all of whom were previously not considered feasible for rehabilitation.
- The experience of USES during the past three years has proven that handicapped workers are capable of performing tasks that they would never have been considered for previously.

USES offices have been finding jobs for more than 10,000 disabled veterans a month.

MAGAZINE DIGEST

Excerpts from current articles of interest to naval personnel

Bicuspid Blasting

BURLY Thomas B. Tucker of Corpus Christie, Tex., is no braver than anybody else about going to the dentist. Recently, after many postponements, Patient Tucker lowered himself into the chair of Dentist Robert Beauregard Black and said: "I am so nervous you can't touch my teeth without novacaine."

Dr. Black took a look. Then, murmuring soothingly, he flicked a metal instrument that looked something like a small pneumatic drill past Mr. Tucker's suspicious eyes and went to work. But Mr. Tucker just relaxed. He felt no jarring, no pressure, no buzzing. Few, if any, of Dr. Black's fingers were in his mouth at any one time. All Patient Tucker felt was an occasional tiny, cool jet of air. When the session was over, he rushed out of the dentist's office to tell people that the days of the buzzing, overheating dentist's drill are over.

In this week's *Journal* of the American Dental Association, Dr. Black is somewhat less inclusive in his claims for his new instrument—several special types of cavities still require ordinary burrs. But he feels that there is definite cause for good cheer among dental patients.

Dr. Black's new method, which he calls "airbrasive," is something like sandblasting, i.e., he wears hard surfaces away with an abrasive propelled by fast-moving air. Into a tooth cavity, a 1/50th-inch nozzle jets a sharply focused blast of fine aluminum oxide particles at 90 pounds pressure per square inch. The jet travels at the rate of 2,000 feet per second. The particles grind the tooth while the air pressure keeps it cool. Another nozzle, on the vacuum-cleaner principle, sucks in the abrasive particles as soon as they have done their work.

Wear and tear use up the stainless steel abrasive nozzles at the rate of four average cavities per nozzle (cost: 1¢).

Dr. Black has devoted six years to developing his technique. But he wants to tinker with the instrument at least another year before submitting it for general use.—*From "Airblasting Teeth," in Time for 6 August.*

Free Babies

They call them government babies, the half million infants who came into the world last year with all medical bills paid, courtesy of Uncle Sam. They are the children of servicemen, born under the Emergency Maternity and Infant care program.* Their number grows daily, with one out of every six babies born in the country being "government." Before the end of the war, their total will be, it is estimated, at least a million and a half.

They are healthy babies, most of them, for the government concerns itself not only with payment of medical bills but with seeing to it that both mother and child get the best available medical nursing and hospital care—all without charge, and without embarassment.

These babies constitute the prize exhibit of the biggest public health experiment ever conducted in this country. Never before has the government assumed responsibility for civilian medical care on so grand a scale. Never before have the nation's doctors agreed to participate in such a far-reaching program of "government medicine." . . .

Katherine F. Lenroot, head of the Children's Bureau, expressed the spirit of the thing this way: "There is one casualty which no responsible nation should ask a fighting man to face. That casualty is the preventable injury of his wife or child back home."

Congress voted agreement and money, and as the program began to go into effect in March 1943, the nation's doctors, with few exceptions, agreed, too, and have been generously cooperating ever since.—*From "Babies for Free," by Amy Porter, in Collier's for 4 August.*

* See also p. 79.—Ed.

Chow (less) Hounds

In a 40-room laboratory housed in the football stadium at the University of Minnesota 34 young men are being systematically starved. They are conscientious objectors from all over the U. S. who volunteered as "guinea pigs" in a scientific study of starvation. Its immediate object is to find out the best way to rehabilitate the hunger-wasted millions of Europe.

Last February the men were launched on a frugal diet of two meals a day consisting mainly of bread, potatoes and turnips, which approximates the protein-deficient food rations of Europe. Average daily value of the meals is 1,600 calories as compared with the 3,300 calories required by these men prior to the diet. Moreover, the volunteers must do work every day which requires the expenditure of 3,300 calories. Result is that they have lost about 22% of their weight, their average pulse rate has dropped to 35, their hearts have shrunk and their blood volume is down 10%.

Collier's

"The boss is losing no time getting back into stride."

Mentally the men feel a general lethargy, having little interest in conversation or sex. They complain of feeling "old."

. . . Now in the diet's sixth and last month, the volunteers will be given a three-month rehabilitation diet. They will be divided into four groups and each group will be given different supplementary foods to determine which foods have the best effect in restoring wasted flesh and energy. Many of the men wish to go to stricken areas to add their first-hand knowledge to the problem.—*From "Men Starve in Minnesota," in Life for 30 July.*

Unregenerated Reich

You can't talk to people here [Germany] without noticing how the answers and excuses of the war criminals themselves are parroted by much of the population. Our men are not in town a week before, after getting acquainted with local people, they come back to camp reporting how German girls, once given the confidence to speak their minds, say that Hitler was a great man; he saved Germany from Bolshevism and the Jews, banished unemployment and tried to avoid war. . . .

Incidentally, the one thing you can see in Germany now that might be called a common national ambition is not that Germany can find itself again by adopting democracy and winning the four freedoms as the basis of national regeneration, but that a powerful Reich will rise as the spearhead of a renewed holy war. . . .

What independent testimony one can gather from neutrals who lived in Germany suggests that as long as Hitler was winning or seemed to have a chance, the German people were with him . . . "It was only when the American bombing became worse and worse that you heard people grumbling—not because they disagreed with the Nazis, but because they were not stronger than the Americans. . . ."

In Italy, at least, the people in the end assassinated Mussolini. In defeated Germany, when the worst war criminals hid among the people for protection, none was harmed. Nowhere was there a popular rising. . . .

In the last days, in the twilight period when Nazi officials had departed and our troops had not yet arrived, few acts of popular vengeance were reported. In the hills of Bavaria and Austria I watched thousands of unguarded SS and Wehrmacht troops march into our camps, still carrying their arms, still docilely obeying their officers. No mutinies; no fights between SS and the Wehrmacht, for all their vaunted rivalries; no assassinations of officers by men. Millions of Germans had been led to crime and punishment by these officers; millions had died or lost everything. But not even a thousand of them rebelled to show the world they repudiated them.

So nothing has really happened to

The Saturday Evening Post

"What I wouldn't give to be able to haul off and really lam one!"

convince the Hitlerized populace that their defeat was the consequence of their wrongdoing or the depravity of their methods and ends.—*From "They're Getting Their Alibis Ready," by Edgar Snow, in The Saturday Evening Post for 28 July.*

Berlin's Butts

No tobacco has been sold legally in Berlin since May 2. On the black market a single cigarette costs from 15 to 20 marks (a dollar and a half to two dollars, at the official rate of exchange), depending on its quality. American cigarettes are considered the best, and the standard black-market price for a pack of 20 is 300 marks, or 30 dollars. This 10-cent valuation of the mark is the arbitrary one set by our Army Finance Department, and the mark's actual purchasing power, even in the open market, is often from two and a half to three times greater. . . .

The German word for the butt of a cigarette or cigar is *Kippe.* I'd conservatively estimate that at least two million Berliners . . . are now engaged in *Kippensammlung,* or butt collecting. The butt collecting in Berlin, I do not hesitate to say, is the most intensive on earth, and I am not forgetting the *Kippensammlung* on the Bowery and in the Middle East. Remain stationary on a Berlin street while you smoke a cigarette, and likely as not you will soon have around you a circle of children, able-bodied men, and whiskered old men, all waiting to dive for the butt when you throw it away.

Butts are legal tender in the economic system that prevails in Berlin. The other afternoon I was at the home of a woman who was having some glass put in the blown-out windows of her apartment. The glazier had been on the job all day, using old bent nails instead of putty. The woman's 15-year-old daughter came into the living room to say that the glazier had finished and was waiting to be paid. *"Na, wo hast du die Kippen gesteckt?"* ("Come now, where have you put the butts?") the mother asked the child, who went out and shortly returned with a silver bowl containing about 20 butts. Her mother took the bowl into the next room, where the glazier had been working, and through the open door I could hear him expressing his ecstatic thanks. "They taste so *wunderschon* in my pipe!" he said. Plainly he was more than satisfied with his day's pay.—*From "Letter from Berlin," by Joel Sayre, in the New Yorker for 28 July.*

Speed-Up School

The most unusual high school in the United States is the Veterans' Institute, a division of Cass Technical High School in Detroit.

On June 5 this year the Institute had 88 students, all veterans of World War II. Some were making up high school deficiencies to go on to college. Some were in technical courses such as machine shop, foundry, commercial art, and music. Others were working for their high school diplomas.

The Institute's tradition-shattering features are these:

- A student may enroll any day he wants.
- He may receive his diploma any day of the year.
- He may select any combination of courses he needs.
- In any course, he may go as fast as his abilities permit.

. . . These men are receiving no capsule substitute for a secondary education. To pass, they must take standard written tests. They must know at least as much about a course in civics or math or chemistry as the average high school student—probably more.

More important than speed is that here the veteran can get just what he wants—a refresher in blueprint reading, a course in saxophone playing, or a four-year high school education—whenever he is ready to start.

At present, the Institute consists of four classrooms, three laboratories and eight teachers, selected for their versatility and willingness to depart from academic practice . . . Each course is outlined. Geometry I, for example, is divided into seven logical units, each with an outline and assignment sheet which guide the student through the text, telling definitions to learn, problems to do, equations to write down. All this he does, keeping a notebook . . . It's actually a correspondence course with the teacher present to help when necessary. It's tutoring on a group basis. When the man is ready, he takes his exam.

Here's a sample of how the go-your-own-pace system of group tutoring works: Johnny Course waded through Algebra I in two weeks and Algebra II in 10 days. Geometry I took 23 days and solid geometry a month. That was four semesters' work completed in a little over two months. By fall he expects to be going to an optometry school in Chicago . . .

Today, after nine months of operation, nationally famous educators admit that the Veterans' Institute has set off a bomb under our traditional secondary-school methods.—*From "High School for Vets," by Franklin M. Reck, in Better Homes & Gardens for August.*

'WAY BACK WHEN

Simon Lake Built Early Submarines

NAVY men fighting in the Pacific know the submarine solely as a fighting vessel, but Simon Lake, who died on 23 June 1945 at the age of 78, devoted his life to it because he had faith in its commercial possibilities.

During his life Lake constructed underwater vessels for Austria, Germany and Russia as well as the United States. He was the inventor of the even-keel submarine, and was the first to use an internal combustion engine in a submersible.

His first working models were built to run along the bottom of the ocean, and were fitted with wheels. He hoped to recover sunken treasure, so he provided double air chambers with a door from which divers could emerge. His first submarine was built in 1894. Then, in 1897, came the *Argonaut,* the first underwater craft ever constructed and used solely for commercial purposes.

When he asked permission to try to enter unseen the mine field protecting Fort Henry, he was refused. He made the experiment in the *Argonaut,* however, and reach the center of the mine field without being observed.

When he was in Russia in 1901 he was interested in perfecting submarines which could be used to keep the ice-bound northern ports open to commerce the year around. He returned to America and built the G-1 which submerged to a depth of 256 feet, then a record.

In the first World War, Lake built more than 100 military submarines, which brought him universal recognition, but he continued to believe that the real use for undersea craft was a commercial one. He planned to raise the treasure lost with the *Lusitania,* but the plan never materialized. He built a baby submarine in 1932 to be used for working and cruising on the bed of the sea. It allowed members of his crew to see and to put their hands out and feel, and had metal claws for salvaging purposes. One of his last ventures was in 1934 when he began his search for the $4,800,000 said to have been aboard the British frigate *Hussar* sunk in the East River in 1780. He spent three years and a fortune, but all he recovered was a handful of modern coins.

Although Simon Lake's inventions were intended to develop the submarine as a peacetime ship, they helped mightily to establish it as a powerful and effective weapon of modern warfare. In the war against Japan, U. S. subs have sunk more than 4,500,000 tons of Jap shipping, including over 126 Jap warships.

NEW BOOKS IN SHIPS' LIBRARIES

Understanding Russia

WITH Russia already one of the Big Three in world diplomacy—and committed by agreement as our ally in peace as well as war—it is of increased importance for Americans to understand the forces that make the Soviet Union an Asiatic as well as a European power; to fit the Russian participation in the Pacific war into a historical pattern of greater importance, perhaps, than the immediate headlines.

What are Russia's ambitions in Asia? To what extent is the Soviet Republic an Asiatic domain? What is the Russian policy toward China, Great Britain, the United States? These and other questions are of keen interest to Americans concerned with the establishment of a permanent peace in the Orient as well as in Europe.

These and many other allied subjects are carefully considered in three recently published books by recognized authorities on Russia. All three of the authors draw upon their extensive knowledge of the Russian people in presenting a picture free of many hastily accepted misconceptions.

One of the best interpreters of Czarist and Communist Russia to the United States was the late Samuel N. Harper. Son of the first president of the University of Chicago and later a professor there himself, Harper was a serious, conscientious and understanding student of Russia, the Russian language and the Russian people. His memoirs, diary, notes and letters, published as "The Russia I Believe In," make available a large amount of interesting information gathered in many month spent in Russia.

He thoroughly mastered the Russian language and then for nearly 40 years lived six months of each year in Russia in active research and study, spending the other six months in Chicago, where he taught and lectured in an attempt to interpret what he had learned of Russia to Americans.

An acute observer, he spent much of his time in Russia touring the countryside. With his knowledge of the language he was able to converse freely with the people. His background gave him entree to academic circles and as an advisor to the State Department he had entree to diplomatic circles also. As a writer and lecturer he met other writers and newspaper men: Bernard Pares, Walter Duranty, Maurice Hindus, Bruce Lockhart and Edgar Mowrer. He led an interesting if exhausting life, and his intense interest in Russia makes this collection of his an engrossing picture of the background of present-day Russia.

The Russian Riddle

Another writer who has talked to hundreds of Russians, Edmund Stevens, was a correspondent for the Christian Science Monitor in Moscow for several years and is married to a Russian girl. His years of residence in the USSR and his fine knowledge of the Russian language have given him an enviable opportunity to observe and meet the people and to get their viewpoints and opinions. "Russia Is No Riddle" is his report of the impact of the war upon the Soviet people and their government.

Stevens' book is a personal account in which his own impressions are interwoven with the facts of current history. There are pictures of the social life of Moscow, stories of the Russian people's reactions to national and international events, stories of the German occupation, as well as political and military matters. The people he meets are friendly and likeable, and the pages of his book are enlivened by an easy style and sense of humor.

To Stevens the Russians are no riddle, and need not be to anyone who speaks Russian and who remains in the country for more than a few weeks or months. This book is another indictment of those who judge and expound their theories after only a brief glimpse of one section of the vast Russian territory.

War and the Soviet

"The Pattern of Soviet Power," the new book by Edgar Snow, could not be more timely. The author of "Red Star Over China" and "People on Our Side" is particularly well qualified by his background and long acquaintance with Russia to analyze the Soviet policies at home and aboard. The sincerity and careful honesty of his presentation make his new book an important one at this time.

Mr. Snow has surveyed the apparent plan of Soviet policy in the various conquered countries, the education of German prisoners, the more stringent marriage and divorce laws, and the personalities of Soviet leaders.

He reports renewed faith and energy in Moscow, new conceptions of Russian social life, the arts, and the place of marriage and religion. The Russians have learned how to work and they know their power. The Soviet occupation of conquered countries, he points out, "created conditions which resolved themselves into new kinds of leadership, new power for the workers and peasants; reduction of taxes; strengthening the hands of anti-fascists; reorientation of foreign policy with natural emphasis on Soviet friendship; cooperation between state and employers; economic foundations laid for new anti-fascist government."

All of these writers have seen enough and know enough of Russia to realize the importance of the Soviet Union in the world and in regard to our own future. Each in his own way has made a sincere and honest attempt to interpret the Russians to the Americans, and there is much that can be learned from them.

Hoist (NTC, San Diego)
"It says help U. S. Navy paper drive—bring this pamphlet with you when surrendering."

Muscovy Madam

In a much lighter vein and getting back to the earlier days of Russian history, Phil Stong has written a fictionized biography of "Marta of Muscovy," commonly known to history as Catherine I, wife of the emperor Peter the Great. Marta was the daughter of a Lithuanian peasant who reached her imperial status through being the mistress of two of Peter's cohorts and then of Peter himself.

This is as much the story of Peter as of Marta and Russia is today greatly indebted to him for its power and its record in the arts and sciences. Peter grasped the value and significance of Western civilization and proceeded to introduce it to his people. He worked at forming an army on the European model, then sought to create a Navy and develop the commerce of his country. Printing and education were promoted, the calendar was partially reformed and systematic taxation of commodities was adopted as a source of revenue. Upon the political life of Russia Peter left his mark.

With him in all of his activities was Marta, who upon her marriage to him became Catherine I. Though she was entirely illiterate she had good judgment and an understanding of human motives. Thus she could calm Peter down when he went off into one of his passionate rages and could and did temper his brutality. The barbarities, wars and intrigues that went into the building of the Russian empire make a fabulous and racy tale and the comparison of the Russia of that day with the Russia of today is interesting to note.

From USSR to USA

For a story set in America, but with many touches of Russian humor, try "Anything Can Happen," by George and Helen Papashvily. A Russian immigrant, George struggles to understand and become a part of America. His joyous philosophy of life and his boundless energy are captured in twenty delightful episodes told to his wife who gives them to us in George's own version of the English language.

DECORATIONS AND CITATIONS

For reasons of security, the deed for which a man receives a decoration often cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

TWO SUBS GIVEN UNIT CITATIONS

Another Sub, 3 Hospital Units Get Commendations

TWO submarines, the *Queenfish*, which sank a Japanese carrier in a brilliantly executed attack on a heavily escorted convoy, and the *Sealion*, the rescuer of 54 British and Australian prisoners of war, have been awarded Presidential Unit Citations. Another submarine, the *Darter*, three hospital units including the hospital ship *Solace*, and Patrol Bombing Squadron 101 have been awarded Navy Unit Commendations.

The *Queenfish* boldly defied severe air and surface attacks, riding dangerously in the shallow waters of a flat, calm sea, to make her periscope attack on the carrier. She sank and damaged thousands of additional tons of enemy shipping and braved the perils of a tropical typhoon to rescue 18 British and Australian prisoners of war, survivors of a torpedoed enemy transport which had been carrying them from Singapore to Japan. (It was simultaneously revealed that the *Barb*, previously awarded the Presidential Unit Citation, also rescued 14 of the prisoners.)

Similarly, the *Sealion* rescued 54 prisoners survivors, besides penetrating deep into hostile waters to maintain a steady offensive against Jap shipping. Consistently outnumbered and outgunned, she pursued an aggressive course, despite formidable screens and severe antisubmarine measures, to sink thousands of tons of enemy shipping.

Aggressive and relentless in tracking her targets, the *Darter* penetrated enemy waters to contact a Japanese task force. As a result of a brilliantly coordinated attack, the enemy was forced to retire, reducing appreciably the enemy naval strength subsequently brought to bear on our forces. The *Darter* was destroyed by her crew to prevent capture when she grounded while in pursuit of a Jap force during the Battle for Leyte Gulf.

The three hospital units received their commendations for extremely meritorious service during the attack on Pearl Harbor, 7 Dec 1941. Rescue parties from the *Solace* were quickly dispatched to the *Arizona* and other stricken ships and braved flames and explosions to rescue the burned and injured from decks and from blazing water. The rescue parties unhesitatingly risked their lives during repeated trips under the same perilous conditions, each time returning to the *Solace* with boats laden with the injured and dying. Working to the point of exhaustion, the entire staff, doctors, nurses and corpsmen, rendered valiant and self-sacrificing service throughout the emergency.

The Naval Hospital, Pearl Harbor, second of the units to be commended, was set afire when a blazing hostile plane crashed into it shortly after the attack. The staff immediately manned fire-fighting and battle dressing stations, rapidly extinguishing the fire. As a heavy stream of casualties began flowing in, this gallant organization expended every effort, working without rest to care for the relief of the injured. They rendered a further efficient service by maintaining complete records.

Mobile Hospital Unit Number 2, the third commended unit, quickly prepared for the emergency, immediately manning fire-fighting and battle dressing stations, organizing operating teams and dispatching ambulances promptly to the Pearl Harbor Navy Yard. As the number of casualties mounted, they worked unceasingly day and night for the relief of hundreds of wounded.

Patrol Bombing Squadron 101 was cited for carrying out long-range daylight missions without fighter escort in the Central and Southwest Pacific from 2 June to 31 Dec 1944. They covered wide combat areas from the Palaus to Borneo to strike at airfields, seaplane bases, gun positions and vital facilities, shooting down 18 enemy planes and sinking thousands of tons of enemy vessels.

Official U. S. Navy photograph

USS SEALION takes aboard oil-soaked Britons and Australians who were Jap prisoners of war on the Rakuyo Maru sunk by the U. S. sub three days earlier.

Awards Authorized For 34 Members of Intrepid Crew

Awards for 34 officers and men of the *Intrepid*, *Essex*-class carrier damage four times by Japanese planes, have been authorized by the Secretary of the Navy. Navy Crosses were awarded to the *Intrepid's* captain, Capt. Joseph F. Bolger, USN, Arlington, Va., who received two; Comdr. William E. Ellis, USN, Norfolk, Va., and Lt. Comdr. Thomas G. Wallace, USNR, Portland, Ore.

Capt. Bolger won his first Navy Cross for heroism during sustained operations against the Japanese from 29 Aug to 9 Nov 1944. When a suicide plane crashed the port gun gallery on 29 October, he quickly began measures to restore the ship to combat status. His second award came for the exceptional efficiency with which he directed his ship when two enemy planes crashed onto the flight deck on 25 Nov 1944. He not only held losses to a minimum but provided sustained antiaircraft fire against continued aerial attack.

Comdr. Ellis distinguished himself as commander of an air group attached to the *Intrepid* in the vicinity of the Philippines from 24 to 26 Oct 1944, leading strikes against task forces that resulted in the sinking of four carriers and the sinking or damaging of other ships. For this he won

the Navy Cross. He was awarded a Distinguished Flying Cross for sinking four large enemy transports in the same area on 18 October.

The *Intrepid's* first lieutenant and damage control officer, Lt. Comdr. Wallace, was stunned and burned by the explosion of a bomb on 25 November. His efforts, carried on amid smoke, flame and exploding ammunition, were instrumental in saving the ship from more serious damage and to him went the major credit for getting the fires under control.

Winners of the Silver Star Medal were: Lt. Comdr. Leo L. Hogan, USNR, Evanston, Ill.; Capt. (then Comdr.) Roland P. Kauffman, USN, New York, N. Y.; Alfonso Chavarrias, GM3c, USN, San Clemente, Calif. (posthumously); Samuel M. McDonald, ChBosn, USN, San Diego, Calif.; Charles E. Ross, CCM, USN, Norfolk, Va., and Harold B. Mann, AMM3c, USNR, Descanso, Calif.

Navy and Marine Corps Medals went to: Lt. Comdr. Roy R. Powell, (MC) USN, White Plains, Va.; Henry A. Rich, S1c, USNR, Manchester, Tenn.; Austin McAvoy, S1c, USNR, Detroit, Mich.; Howard F. Noble, PhM1c, USNR, Homestead Park, Pa.; Riley R. Lewallen, PhM3c, USNR, Billings, Okla.; George V. Priest, PhM2c, USNR, Bainbridge, Ind., and Stanley A. Znidar, PhM2c, USNR, Cleveland, Ohio.

Six steward's mates who were manning 20-mm. guns when a Japanese divebomber attacked on 29 October have been awarded the Bronze Star Medal. Although it became apparent that the plane was headed directly for them, they fired their guns until the plane crashed among them.

The men were: Johnell Copeland, StM2c, USNR, Haines City, Fla.; Que Gant, StM1c, USNR, Atlantic City, N. J.; Harold J. Clark, StM1c, USNR, West Palm Beach, Fla.; James E. Dockery, StM1c, USN, Newark, N. J.; Alonzo A. Swann Jr., StM1c, USNR, Steelton, Pa., and Eli Benjamin, StM2c, USNR, Norfolk, Va.

Other winners of the Bronze Star Medal were: Lt. Comdr. Leo L. Hogan, USNR, Evanston, Ill.; Lt. Comdr. Charles Devens, USNR, Milton, Mass.; Lt. John M. Duthie, USNR, Altadena, Calif.; Lt. Richard E. Moot, USNR, Buffalo, N. Y.; Joseph C. Bollheimer, ChMach, USN, Dayton, Ohio; Alfred J. Brousseau, S1c, USNR, Somerville, Mass.; Leo J. Foley, AMM2c, USNR, Detroit, Mich.; Harry M. Ross, ACOM3c, USNR, Lowell, Mass.; Richard B. Diehl, EM1c, USNR, Plainfield, N. J.; Winston S. Goodloe, AMM3c, USNR, Arlington, Va.; Bruce S. Crutchfield, S1c, USNR, Bay St. Louis, Miss., and Howard W. Formont, CM2c, USNR, Atlanta, Ga.

Medal of Honor Awarded to Marine Killed on Peleliu

The Congressional Medal of Honor was awarded posthumously last month to Pfc. John D. New, USMC, for conspicuous gallantry on Peleliu on 25 Sept 1944 when he flung himself on a Jap hand grenade to take the full impact of the explosion and save the lives of two companions. New was serving with the 2d Btn., 7th Marines, 1st Marine Div., when a Jap soldier emerged from a cave in a cliff directly below an observation position and suddenly hurled a grenade into the post, from which two men were directing mortar fire. He unhesitatingly gave his life to save the men. The marine's father, J. J. New, Mobile, Ala., received the award in a ceremony at NAS Pensacola.

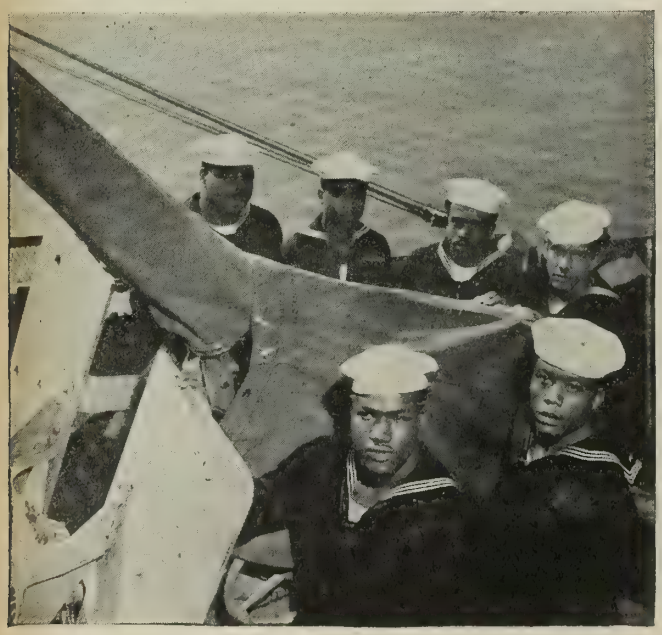
Pfc. John D. New

NAVY CROSS

First award:

★ ARMSTRONG, John B., 1st Lt., USMCR, Los Angeles, Calif. (posthumously): As executive officer of a battery of field artillery, 4th Howitzer Btn., 5th Amphibious Corps, during the invasion of Saipan, he directed the sustained offensive of his battery despite serious losses in men and materiel. Under desperate attack while placing the howitzers ashore, he personally manned a winch and cable and, through his own disregard of danger, rallied his men to supreme effort in unloading the guns. Later the same day, he led a detail of men in extinguishing fires started in the ammunition dump by enemy shells, working desperately under the most perilous conditions and thereby preventing heavy loss in the congested battery area. With half of his men gone and three guns out of action by the ever increasing fury of the Jap artillery fire, he remained steadfast at his post throughout the night and early morning until he was struck down by a burst of hostile fire. He served as an inspiring example of courage and unwavering determination in the fulfillment of a votal mission.

★ ARSENAULT, Norman, Pvt., USMCR, Lawrence, Mass. (posthumously): When his platoon, attached to the 2d Marines, 2d Marine Div., during action at Saipan on 8 July 1944, was pinned down by intense machine-gun and rifle fire, he exposed himself to the barrage to wade out into the ocean where he could direct effective fire into the entrenchment. After expending his ammunition, he fearlessly returned to the beach to replenish his supply. Again he resumed his posi-



INTREPID steward's mates dished out lead to Jap suicide plane until it fell in flames on their gun positions.

Official U. S. Navy photographs

FIREFIGHTERS got soaked as they fought fire on hangar deck of the Intrepid after Kamikaze attack last November.

WINNERS OF THE NAVY CROSS

John B. Armstrong
1st Lt., USMCR

Norman Arsenault
Pvt., USMCR

James H. Ashley Jr.
Comdr., USN

Gerald F. Bogan
Rear Admiral, USN

Joseph Bolger
Capt., USN

Thomas E. Boyce
Lt., USNR

Julian H. Brady
Lt.(jg), USNR

Robert W. Copeland
Lt. Comdr., USNR

Conrad W. Crellin
Lt.(jg), USNR

Thomas J. Greene
Lt. Comdr., USNR

Grover B. H. Hall
Capt., USN

John J. Hudson
Lt.(jg), USNR

Kenmore M. McManes
Comdr., USN

Warren G. Parish
Lt., USNR

Felix B. Stump
Rear Admiral, USN

Walter V. R. Vieweg
Capt., USN

John F. Weber
Ens., USNR

Howard L. Young
Capt., USN

No photographs available of Lt. (jg) Robert T. Browne, (MC) USNR; Lt. Donald D. DiMarzo, USNR; Comdr. Ian C. Eddy, USN; Lt. Lloyd C. Flynt, USNR; Lt. Joseph L. Narr, USMCR, and Young Strickland, CWT, USN.

tion, drawing all hostile fire to himself and enabling his platoon to advance and launch an attack against the strategic cave. Ordered to return to his platoon, he was fatally struck down by bursting enemy shellfire while crossing the open expanse. By his valiant fighting spirit, great personal valor and self-sacrificing efforts, Pvt. Arsenault had accounted for 20 Jap soldiers and was directly responsible for the success of his platoon in capturing the strongly fortified hostile emplacement.

★ BOGAN, Gerald F., Rear Admiral, USN, Mackinac Island, Mich.: On 25 Nov 1944, when the ships under his command were under heavy enemy aerial attack, he maneuvered them with such skill and judgment that the least favorable target was presented to the enemy. With some of his ships damaged, he continued to fight his forces so skillfully and vigorously that eight enemy aircraft were shot down and the remainder driven away.

★ BOYCE, Thomas E., Lt., USNR, Philipsburg, Pa.: As pilot of a carrier-based plane, he attacked a strong formation of the Jap fleet in the Philippine area, scoring two damaging hits on a battleship. His attack was made at the center of the fleet formation, through a withering concentration of antiaircraft fire. His display of a dauntless offensive spirit was in large measure responsible for the success of the attack.

★ BRADY, Julian H., Lt. (jg), USNR, McComb, Miss.: As pilot of a torpedo plane during the Battle for Leyte Gulf he scored a destructive hit on a heavy cruiser, contributing to its probable sinking. In the face of a severe barrage of antiaircraft fire and the fast maneuvering of the target, he displayed outstanding skill and unwavering courage in driving home his attack.

★ BROWNE, Robert T., Lt.(jg), (MC) USNR, Peoria, Ill. (missing in action): While attached to the USS *Johnston* during the Battle off Samar, he acted with cool initiative when the abandon-ship order was given. He remained on board, supplying injured men with life jackets, assisting to evacuate them from the ship and ministering to the wounded in the face of terrific salvos from hostile gun batteries. A calm and courageous leader, Lt.(jg) Browne served as an inspiring example of fortitude and loyalty throughout the bitter engagement. By his gallant spirit of self sacrifice, he rendered valiant service to his shipmates at extreme risk to his own life.

★ COPELAND, Robert W., Lt. Comdr., USNR, Tacoma, Wash.: As CO of the USS *Samuel B. Roberts* during the Battle off Samar, he was helping to protect a task force of aircraft carriers when a large enemy force attacked. The *Roberts* closed to within 4,000 yards of a heavy cruiser and let go with her torpedoes. She went in again with her 5-inchers, but this time came under the heavy guns of the larger ship. She took several hits aft and sank within 15 minutes. By his heroic action Lt. Comdr. Copeland diverted enemy fire to himself from the almost defenseless vessels which he was protecting. His heroic actions were instrumental in turning back, sorely crippled, a vastly superior enemy force.

★ CRELLIN, Conrad W., Lt.(jg), USNR, Los Angeles, Calif. (posthumously): As pilot in a bombing squadron attached to the USS *Essex* during the Battle for Leyte Gulf he was bold and determined under extremely hazardous combat conditions. He courageously participated in a vigorous bombing strike against an enemy task

NAVY CROSS cont.

force in the Sibuyan Sea, fearlessly maneuvering through withering hostile fire of all calibers. He pressed home a fierce attack against a Japanese battleship and, by his expert airmanship, succeeded in scoring a direct hit upon the enemy vessel before his plane crashed into the sea as a result of an accurate burst from hostile guns.

★ DI MARZO, Donald D., Lt., USNR, Lowell, Mass. (missing in action): While serving aboard a warship during a Japanese attack which resulted in fires and explosions, he promptly organized and led his men in effective firefighting measures. He fearlessly spearheaded the damage-control operations and, gallantly disregarding all personal danger, fought relentlessly to bring the raging flames under control. By his forceful leadership, brilliant professional ability and great personal valor in the face of extreme peril, he contributed essentially to the saving of his ship.

Navy Presents Awards To 25 Allied Officers

Twenty-five Allied naval officers—19 British, 5 Brazilian and one Netherlands—have recently been presented Legion of Merit awards by the U. S. Navy.

The Legion of Merit in the Degree of Chief Commander, the highest degree in which it is awarded, was conferred upon Admiral Sir John H. D. Cunningham, RN, for outstanding services as Commander in Chief of the Mediterranean Fleet, and Admiral Sir Bertram Home Ramsay, RN, as Allied Naval Commander in Chief, Expeditionary Force, during the invasion of Normandy.

Other awards:

Degree of Commander: Vice-Almirante Alberto de Lemos Basto and Vice-Almirante Durval de Oliveira Teixeira, of the Brazilian Navy; Rear Admiral (then Commodore) Cyril E. Douglas-Pennant, RN; Rear Admiral William E. Parry, RN; Rear Admiral Arthur G. Talbot, RN; Rear Admiral Sir Philip Louis Vian, RN; Comdr. A. R. Hexlet, RN.

Degree of Officers: Capt. Norman V. Dickinson, RN; Capt. John W. Josselyn, RN; Capt. Dennis M. Lees, RN; Capt. Gervase B. Middleton, RN; Capt. John Terry, RN; Capt. Charles R. N. Winn, RNVR; Lt. Comdr. Leslie J. McMillan, RNVR; Lt. Comdr. Edward R. D. Sworder, RNVR; Temporary Lt. Arthur Craig-Bennett, RNVR; and Maj. Patrick H. B. Wall, RM; also: Comdr. Pedro Paulo de Araujo Suzano, of the Brazilian Navy; Coronel Aviador Henrique Fleiuss and 1st Lt. Fausto Ruggiero, Brazilian Air Force; and Lt. Comdr. M. S. Wytema of the Royal Netherlands Naval Reserve.

Degree of Legionnaire: Lt Comdr. Charles H. Pearse, RNVR, and Lt. Ronald H. Boulter, RNVR.

★ EDDY, Ian C., Comdr., USN, Michigan City, Ind.: As commanding officer of a submarine during an aggressive and successful patrol in the Pacific war area, he launched a series of daring and skillful attacks, sinking or damaging an important amount of hostile shipping.

★ FLYNT, Lloyd C., Lt., USNR, Lonoke, Ark.: While flying as section leader during the Battle for Leyte Gulf, he pressed home a divebombing attack on an enemy carrier without regard to personal safety. He released his bombs from low altitude, scoring direct hits which caused fires and serious damage to the ship.

★ HALL, Grover B. H., Capt., USN, Boise, Idaho: As commanding officer of an aircraft carrier, he distinguished himself by extraordinary heroism. His courageous, inspiring leadership and professional skill were at all times in keeping with the highest traditions of the naval service.

★ HUDSON, John J., Lt. (jg), USNR, Springfield, Ohio: During the Battle for Leyte Gulf he made a glide-bombing-attack against a strong formation of the Jap fleet, scoring a damaging hit on a cruiser. He displayed fearless and skillful airmanship by flying through a withering concentration of antiaircraft fire to make his attack on the maneuvering cruiser. His dauntless spirit and courage were in large measure responsible for the success of the attack.

★ MCMANES, Kenmore M., Capt., USN, Marion, Ohio: As commander of a squadron of ships in the Southwest Pacific Area he conducted his attack groups into close quarters with the enemy and launched damaging blows. During withdrawal, he directed gunfire against the upper works of the enemy, silenced their secondary batteries and brought his attack group out of the action unharmed. He contributed his full share in the annihilation of the enemy that decisively stopped their interference with the occupation of this area.

★ NARR, Joseph Lawson, Lt., USMCR, Kansas City, Mo. (posthumously): As a pilot attached to Marine Fighting Squadron 121 in combat against enemy forces in the Solomon Islands area from 13 to 30 Oct. 1942, he pressed home attacks with skill and determination. During this period he shot down seven Japanese aircraft, thereby contributing to the security of our forces in that area. His cool courage, splendid airmanship and indomitable fighting spirit were an inspiration to all the members of his squadron.

★ PARISH, Warren G., Lt., (MC) USNR, Cleveland Heights, Ohio (posthumously): While attached to the 3d Marine Division hospital at Guam during an attack by Japanese forces on 26 July 1944, he calmly and deliberately carried on a series of surgical operations on wounded patients. With the hospital subjected to a fierce and organized attack by rifles, machine guns and mortars, and with bullets and fragments continually penetrating his station, he completed his vital task. When his patients had been evacuated, Lt. Parish left his post to render further service to combat casualties. He was mortally wounded while proceeding in front of our lines to assist another wounded man.

★ STUMP, Felix B., Rear Admiral, USN, Clarksburg, W. Va.: As commander of a task unit of escort carriers, he furnished air support to troops landing on enemy-held shores. While his task unit was under almost continuous air attack, he launched strike after strike at the enemy. During this battle, his aircraft caused great material damage to the enemy ships, a number of which were sunk. These attacks were instrumental in causing the enemy to turn away and give up its attack on our forces.

★ VIEWEG, Walter V. R., Capt., USN, Berkeley, Calif.: As CO of the USS *Gambier Bay* during the Battle off Samar when a formidable column of Jap ships attacked our escort carriers, he held indomitably to a bold, aggressive course. He waged a fierce battle with planes and gunfire until, with vital machinery deep within the ship destroyed by the continuous blasting of heavy weapons, all hope of escape from disaster was shattered. Determined to fight the *Gambier Bay* to the end, he inspired all hands to heroic effort and, repeatedly exposing himself to the enemy's deadly bombardment, skillfully employed his few available weapons in valiant defense of his stricken vessel.

★ WEBER, John F., Ens., USNR, Redding, Calif.: As pilot of a carrier-based torpedo bomber in action against major units of the Japanese fleet near Kyushu on 7 Apr 1945 he made a skillful and courageous attack on a light cruiser. Despite adverse weather and intense antiaircraft fire, he scored a direct hit which contributed materially to the sinking of the vessel immediately after the attack.

★ YOUNG, Howard L., Capt., USN, Coronado, Calif.: As CO of the USS *Ommaney Bay* during the Battle off Samar, he conducted his command gallantly and with courageous initiative. His superb seamanship and indomitable fighting spirit in the face of overwhelming odds were important factors in turning potential defeat into a decisive victory over the central Japanese force.

DISTINGUISHED SERVICE MEDAL

Gold star in lieu of third award:

★ GEIGER, Roy S., Lt. Gen., USMC, Pensacola, Fla.: As commanding general of the 3d Amphibious Corps of the 3d Fleet during the capture of the southern Palau Islands from August through October 1944, he performed exceptionally meritorious service. He was largely responsible for the combat efficiency of his forces during operations on Peleliu, Angaur and Ngesebus. Disregarding his personal safety, he made frequent visits to the front under intense artillery and mortar

General Geiger

ire. By his brilliant leadership, gallantry and resolute tenacity, he inspired his subordinate commanders to heroic efforts.

First award:

★ ERSKINE, Graves B., Maj. Gen., USMC, La Jolla, Calif.: As commanding general of the 3d Marine Div. he performed exceptionally meritorious service to the government in a duty of great responsibility during the preparation for and seizure of Iwo Jima. His dynamic force and personal courage were, in great measure, responsible for the success of his division and of the entire operation.

General Graves

LEGION OF MERIT

Gold star in lieu of fourth award:

★ CONVERSE, Adelbert F., Capt., USN, Wellsville, Kans.: Assistant chief of staff for operations, CincLant, November 1944 to May 1945.

Gold star in lieu of third award:

★ OFSTIE, Ralph A., Rear Admiral, USN, Everett, Wash.,: Commander of a carrier division, occupation of Leyte.

Gold star in lieu of second award:

★ MCCREA, John L., Rear Admiral, USN, Marlette, Mich.: Task force commander, commander of a cruiser division, 27 Aug 1944 to 24 Apr 1945.

★ YATES, Charles M., Commodore, USN, Vallejo, Calif.: Commandant of the U. S. Naval Operating Base, Oran, Algeria; convoy commodore, invasion of southern France.

First award:

★ ABDILL, Everett W., Capt., USN, Palmyra, N. J. (posthumously), Chief of staff, Commander, 7th Amphibious force, Leyte, 7-13 Dec 1944.

★ BENNEHOFF, Olton R., Capt., USN, La Jolla, Calif.: CO of the USS *Thomas Stone*, Algeria, 7-8 Nov 1942.

★ BULKELY, John D., Comdr., USN, Long Island City, N. Y.: In command of motor torpedo boat squadrons, Bay of the Seine, France, 6 June 1944.

★ CROSSE, Charles W., Rear Admiral, USN (Ret), San Francisco, Calif.: Commander, Subordinate Command, Service Force, Pacific Fleet, 2 June 1941 to 2 Dec 1944.

★ CRUISE, Edgar A., Capt., USN, Oakland, Calif.: Atoll commander, Eniwetok, CO naval air base, Eniwetok.

★ CULLINS, Thomas O. Jr., Capt., USN, Ada, Okla.: CO of the USS *Procyon*, invasion of southern France.

★ DAVIS, Glenn B., Rear Admiral, USN, Norwalk, Ohio: Commander of a battleship division, central and western Pacific areas.

★ EWEN, Edward C., Capt., USN, Dorchester, Mass.: Commander of Roi and Namur islands in the Marshalls, 1 Jan to 11 July 1944.

★ FELDMAN, Herbert, Lt. Comdr., USCGR, Staten Island, N. Y.: CO of the USS *Lowe*, 18 Mar 1945.

★ FOSKETT, James H., Capt., USN, Chevy Chase, Md.: Naval liasion officer on the staff of Cominch, Levant and Eastern Mediterranean, 10 Mar 1943 to 15 May 1944.

★ FRENCH, Reginald H., Comdr., USCG, Jamaica, N. Y.: Commander of an antisubmarine task group.

★ GLASS, Richard P., Commodore, USN, Washington, D. C.: OinC of Base Plan Section, War Plans Division, assistant chief of staff for plans CincPoa.

★ HILTABIDLE, William O. Jr., Commodore, (CEC) USN, Newport, R. I.: On the staff of the island commander, Guam, OinC, 5th Naval Construction Brigade, 14 Apr 1944 to 17 June 1945.

★ LEE, David R., Capt., USN, Seattle, Wash.: CO of an advance naval base in the British Solomon islands area, assistant chief of staff for ComSoPac and ComSoPacFor, 8 July 1943 to 1 June 1945.

★ MCCANDLISH, Benjamin V., Commodore, USN, Petersburg, Va.: Commander, Moroccan Sea Frontier; convoy commodore, invasion of southern France.

★ MCCREA, John L., Rear Admiral (then Capt.), USN, Marlette, Mich.: CO of the USS *Iowa*.

★ MCDONALD, Charles C., Capt., USN, Long Pine, Neb.: Naval member of the staff of the Commanding General of the Caribbean Defense Command; commander of the 6th Air Force Patrol Command, 21 Dec 1942 to 3 July 1944.

★ MCMANES, Kenmore M., Capt., USN, Marion, Ohio: Commander, group of ships, Southwest Pacific Area.

★ RAMSEY, Dewitt C., Rear Admiral, USN, Avon by the Sea, N. J.: Chief of BuAer, 6 Aug. 1943 to 1 June 1945.

★ RUSSELL, James S., Capt., USN, Coronado, Calif.: Chief of staff for the Commander of a fast carrier task group, 1 Aug 1944 to 25 Mar 1945.

★ WARLICK, William W., Commodore, USN, West Medford, Mass.: CO of a battleship, April 1944 to May 1945.

★ WELLINGS, Augustus J., Commodore, USN, East Boston, Mass.: Chief of Inspection Administration, Office of Procurement and Material, 19 Oct 1942 to 27 July 1945.

★ WYGANT, Benyaurd, B., Capt., USN, (Ret.), Los Angeles, Calif.: CO of the Naval Reserve Midshipmen's School, Northwestern University, Chicago, Ill.

Oak leaf cluster awarded by Army:

★ STRAUSS, Lewis L., Commodore (then Capt.), USNR, New York, N. Y.: Coordinated procurement program, November 1944-January 1945.

SILVER STAR MEDAL

Gold star in lieu of second award:

★ BULKELEY, John D., Comdr., USN, Long Island City, N. Y.: CO of the USS Endicott, invasion of southern France.

★ CASLER, James B., Lt., USN, San Francisco, Calif.: Operator and navigator of a vessel, Southwest Pacific Area.

Guadalcanal Native Gets Legion of Merit

For the help he gave the 2d Marine Raider Battalion, Sergeant Major Vouza, a Guadalcanal native who headed the Binu district of native police during operations against the Japs on that island, has been awarded the Legion of Merit, Degree of Legionnaire. Vouza assumed responsibility of procuring and directing natives employed as guides and carriers. From 9 Nov to 4 Dec 1942 he voluntarily performed this task, obtaining both information and carriers, and by his coolness under fire and devotion to duty inspired both natives and marines. Vouza also wears the Silver Star Medal and the George Medal.

★ COOPER, Francis T. Jr., Lt., USN, Union, Mo.: Executive officer of a vessel, Southwest Pacific Area.

★ WILSON, Clark L. Jr., Lt., USNR, Riverside, Calif.: Assistant approach officer on a submarine.

First award:

★ ARLERS, Raymond T., S1c, USNR, Granville, Iowa: Armed Guard crew aboard the USS *Marcus Daly*, Philippines area, 24 Oct-10 Dec 1944.

★ ARMSTRONG, Junius, S1c, USNR, Los Angeles, Calif.: Armed Guard crew aboard the USS *Marcus Daly*, Philippines area, 24 Oct-10 Dec 1944.

★ BAUER, Rudolph C., Comdr., USN, Beverly Hills, Calif.: USS *Kalinin Bay*, Philippines, 25 Oct 1944.

★ BERMAN, Gerson I., Lt., USNR, Sweetwater, Tex.: Aboard a submarine.

★ BLAKELY, Edward N., Lt. Comdr., USN, Los Angeles, Calif. (missing in action): Officer of ship's company aboard a submarine.

★ BORTON, Carl P., PhM2c, USNR, East Orange, N. J.: Served with the 4th Marine Div. on Saipan, 16 June 1944.

★ BUTLER, David, Ens., USN, Pawnee, Neb. (missing in action): Diving officer of the USS *Seawolf*, Pacific area.

★ JONES, Earl T., Lt.(jg), USN, Monroe, Ga.: Aboard a warship, Southwest Pacific Area.

★ KERNODLE, Michael H., Capt., USN, Graham, N. C.: CO of a carrier, 25 Oct 1944.

★ LEEDS, John R., Comdr., USN, Abington, Pa.: Participated in amphibious landing, Southwest Pacific Area.

★ MALONEY, Edward L., GM1c, USNR, Blackstone, R. I.: Invasion of Normandy.

★ METROPOLIS, Charles, PhM3c, USN, Lowell, Mass. (posthumously): Served with a Marine battalion, Saipan, 4 July 1944.

★ MILLER, Paul, CEM, USN, Thonotosassa, Fla.: Chief of the Boat on a submarine.

★ PHILIP, George Jr., Lt. Comdr., USN, Rapid City, S. D.: Executive officer and navigator aboard a warship, Solomons, 10 Jan-6 Apr 1943.

★ TILLSON, Elwood M., Capt., USN, Annapolis, Md.: CO of the USS *Omaha*, invasion of southern France.

★ DECORATIONS

DISTINGUISHED FLYING CROSS

Gold star in lieu of second award:

★ BALLANTINE, John H. Jr., Lt., USNR, Southbury, Conn. (posthumously): Pilot, Battle for Leyte Gulf, 24-26 Oct 1944.

★ BEIDELMAN, Frederick W. Jr., Lt., USNR, Jacksonville, Fla. (posthumously): Section leader of torpedo planes, USS *Suwanee*, Mindanao Sea area, 25 Oct 1944.

★ VOPATEK, Matthias J. Jr., Lt., USN, New Prague, Minn.: Pilot of a patrol bomber, Patrol Squadron 63, Straits of Gibraltar, 16 Mar 1944.

First award:

★ ADAMS, Theodore E., ARM2c, USNR, Easthampton, Mass.: Aircrewman of a carrier, East Philippine sea, 20 June 1944.

★ ALLEN, Richard A., Lt.(jg), USNR, Riverside, R. I.: Battle for Leyte Gulf.

★ ANDERSON, Norman E., ARM1c, USNR, Ossining, N. Y.: Radioman and tail gunner on the USS *Essex*, Battle for Leyte Gulf.

★ BAUMAN, John F., Lt., USNR, Kansas City, Mo. (missing in action): Pilot, USS *Wasp*, Tokyo Bay area, 16 Feb 1945.

★ BETHEL, James H. Jr., Ens., USNR, Massies Mill, Va. (missing in action): Pilot attached to the USS *Hornet*, Luzon, 15 Dec 1944.

★ BEVIS, Edgar A., Lt. (jg), USNR, Newton Highlands, Mass. (missing in action): Leader of a section of bombing planes, USS *Hancock*, Formosa, 13 Oct 1944.

★ BLALOCK, Dennis P., AMM2c, USNR, Calhoun, Ga. (missing in action): Turret gunner attached to USS *Essex* in Battle for Leyte Gulf.

★ BIYE, Walter K., AOM2c, USNR, Lawrence, Kans. (posthumously): Turret gunner on a torpedo bomber, Philippine area, 6 Oct-19 Nov 1944.

★ BORJA, Henry E., ARM1c, USNR, New Orleans, La. (missing in action): Aircrewman attached to the USS *Franklin*, 4 July-25 Oct 1944.

★ BOYCE, Thomas E., Lt., USNR, Philipsburg, Pa.: Carrier pilot Pacific.

★ BRADY, Julian H., Lt. (jg), USNR, McComb, Miss.: Pilot of a torpedo plane, 12 Oct 1944.

★ BUCHANAN, John E., Lt.(jg), USN, Dorchester, Mass.: Fighter pilot, Battle for Leyte Gulf.

★ COMMONS, Billy F., Lt. (jg), USNR, McKinney, Tex. (posthumously): Pilot of a fighter plane, USS *Yorktown*, Luzon, 14 Dec 1944.

★ FERBER, Paul L., Lt., USNR, Hackensack, N. J.: Pilot of an observation plane.

★ HESSE, William J., ARM3c, USNR, Irvington, N. J. (posthumously): Radioman aboard a torpedo bomber, Philippine area, 6 Oct-19 Nov 1944.

★ HUSER, James A., Lt., USNR, Oklahoma City, Okla.: Led a plane section in an attack, Southwest Pacific Area.

★ McMANEMIN, Billie L., Lt. (jg), USNR, Dallas, Tex.: Fighter pilot, Guam.

★ MOORE, Elmer K., Lt. (jg), USN, San Antonio, Tex.: Pilot of a Privateer.

Seabee

"Oh, boy—souvenirs!"

NAVY AND MARINE CORPS MEDAL

First award:

★ ACCARDI, Vito T., PhM2c, USNR, Brooklyn, N. Y. (posthumously): USS *Eversole*, Battle for Leyte Gulf.

★ ALLAN, John M., S1c, USNR, Yonkers, N. Y.: Eniwetok Atoll.

★ ANDERSON, Irving R., PhM1c, USNR, Denver, Colo.: Aboard the USS *Saint Lo*, Philippines, 25 Oct 1944.

★ GRIDLEY, Lawrence J., Lt., USNR, Omaha, Neb.: Southwest Pacific, April-July 1944.

★ KOHLBECK, Norbert A., Cox., USNR, Manitowoc, Wis.: Aboard warship, March 1944.

★ MURPHY, Howard A., CTM, USN, Tampa, Fla.: Southwest Pacific Area.

★ PATON, Alister R., AOM2c, USNR, Park Ridge, N. J.: Philippines, 15 Dec 1944.

★ PETRONICK, Theodore G., S1c, US CGR, Olean, N. Y.: Iwo Jima, 20 Feb 1945.

★ SABADOSO, Anthony J., S1c, USNR, Westfield, N. J.: Eniwetok Atoll.

★ SZYDLOWSKI, Chester Z., MoMM2c, USNR, Bristol, Conn.: Leyte, 23 Nov 1944.

★ TENGELSEN, Arnold W., S1c, USNR, Noank, Conn.: British port, 15 Sept 1944.

BRONZE STAR MEDAL

Gold star in lieu of second award:

★ BRINDUPKE, Charles F., Comdr., USN, San Francisco, Calif. (missing in action): CO of a submarine.

★ MURPHY, Hubert T., Lt. Comdr., USN, Brighton, Mass.: Navigator on a submarine.

★ RUBLE, Harold E., Comdr., USN, Laguna Beach, Calif.: Submarine commander, Pacific area.

First award:

★ AARON, Arnold B., S1c, USNR, Sulphur, Okla.: Member of a gun crew on a merchant ship, Philippines area, 24 Oct-10 Dec 1944.

★ ABAIR, Russell Jr., S1c, USNR, Plymouth, Ind.: Mount captain of a gun on the USS *Samuel Roberts*, Battle for Leyte Gulf.

★ ADEE, Loyall M., S1c, USNR, Abilene, Kans.: Member of the gun crew aboard a merchant ship, Philippines area, 24 Oct-10 Dec 1944.

★ ALEXANDER, Lester C., S1c, Roanoke, Tex.: Member of the gun crew aboard a merchant ship, Philippines area, 24 Oct-10 Dec 1944.

★ ALLEN, Charles, Capt., USN, Bethlehem, Pa.: Commander of a transport division, Saipan, June 1944.

★ ALLEN, Charles B., S1c, USNR, North Hollywood, Calif.: Member of the gun crew aboard a merchant ship, Philippines area, 24 Oct-10 Dec 1944.

★ ALLEN, Wallace E., Lt. Comdr., (MC) USN, Modesto, Calif.: Senior medical officer aboard a carrier, Southwest Pacific Area.

★ ALSTON, Augustus H. Jr., Lt. Comdr., USN, Augusta, Ga. (missing in action): CO of a submarine.

★ ANGELSBERG, Daniel E., S2c, USN, Sacramento, Calif.: Aboard the USS *St. Lo*, Philippines, 25 Oct 1945.

★ ARIZA, Harry J., S1c, USNR, Sunnyvale, Calif.: Member of the gun crew aboard a merchant vessel, Philippines, 24 Oct-10 Dec 1944.

★ ARSICS, Michael G., EM1c, USNR, Union, N. J. (posthumously): Aboard the USS *Princeton*, Luzon, 24 Oct 1944.

★ BAKUTIS, Fred E., Comdr., USN, Leonia, N. J.: CO of a fighting squadron attached to a carrier, Pacific area, 15 Oct 1944.

★ BANGLE, James O., Pfc., USMC, St. Paul, Minn.: Member of a wire section on Saipan, 16 June 1944.

★ BARNETT, Ralph R., PhM2c, USNR, Greenville, S. C.: Company corpsman, Tinian, 24 July-3 Aug 1944.

★ BARRON, Roy C., S1c, USNR, Austin, Tex.: Member of a gun crew aboard a merchant vessel, Philippines area, 24 Oct-10 Dec 1944.

★ BAXTER, William R., MoMM2c, USN, Farmington, Pa. (missing in action): Member of a beach battalion, Normandy invasion.

★ BAYICH, Joseph J., S1c, USNR, Benicia, Calif. (missing in action): Aboard a warship, Philippines.

★ BEACH, William O., Lt. Comdr., USNR, Seattle, Wash. (posthumously): Communications officer on the staff of Commander, 7th Amphibious Force, Philippines, 7, 13 Dec 1944.

★ BECKLER, Robert F., CWT, USNR, Newton, Mass.: CWT on the USS *St. Lo*, Philippines, 25 Oct 1944.

★ BENEDICT, Stanley D., SSM(B)3c, USNR, Long Beach, Calif.: Repair-party member, USS *St. Lo*, Philippines, 25 Oct 1944.

★ BENNINGTON, John P., Capt., USN, Washington, D. C.: Executive officer and chief evaluator for Combat Information Center, USS *Phoenix*, Southwest Pacific Area, 26 Dec 1943 to 6 June 1944.

★ BERNA, Odus G., MoMM1c, USN, Groton, Conn.: Aboard a submarine.

★ BOATMAN, Ernest C., S1c, USNR, Waco, Tex.: Member of a gun crew on a merchant ship, Philippines, 24 Oct-10 Dec 1944.

★ BOHREER, John C., CEM, USN, Wilburton, Okla.: Chief of the Boat on a submarine.

★ BOLIVER, J. C. Volley, S1c, USNR, Buena Park, Calif.: Member of the gun crew aboard a merchant ship, Philippines area, 24 Oct-10 Dec 1944.

★ BRADSHAW, Thomas I., Lt.(jg),

Naval Officers Honored By 3 Foreign Countries

Vice Admiral Aubrey W. Fitch, USN, was presented last month with the National Order of the Southern Cross, degree of Grand Officer, by the Brazilian government for his services as a former member of the American Naval Mission to Brazil. The presentation was made in Washington by Rear Admiral Sylvio de Noronha of the Brazilian Navy.

Award of the Croix de Guerre, with gold star, was made by the French government to Capt. Terence W. Green, USN, Berkeley, Calif., for exceptional service in the course of operations for the liberation of France from June to December 1944. Comdr. Eugene C. Carusi, USNR, Washington, D. C., received the Croix de Guerre, with silver star, for his part in the same operation.

Capt. Lyman A. Thackrey, USN, National City, Calif., received an honorary appointment as a Commander of the Military Division of the Order of the British Empire, for distinguished service in planning operations leading to the invasion of Normandy when he served as assistant chief of staff to Admiral Sir H. M. Burrough, RN, Allied Naval Commander in Chief, Expeditionary Force.

USNR, Lampeter, Pa.: Served on an aircraft carrier, Philippines, 24 Oct 1944.

★ BUZBEE, James L., FC2c, USNR, Fort Worth, Tex.: Aboard a warship, Philippines.

★ COOPER, Francis T. Jr., Lt., USN, Union, Mo.: Battle station operator, Southwest Pacific Area.

★ DOBSON, Lawrence J., Lt.(jg), USN, Los Angeles, Calif.: CMoMM, submarine war patrol.

★ DOYLE, James A., Pfc, USMC, Kansas City, Mo.: Served with a Marine infantry battalion, Saipan, 17 June 1944.

★ ENBODY, David B., Lt., USCGR, New York, N. Y.: Executive officer, USS *Lowe*, action against enemy submarine.

★ EVANS, Ernest E., Comdr., USN, Tulsa, Okla. (missing in action): CO, USS *Johnston*, 16 May 1944.

★ HAIJDUKIEWICZ, Alexander E., MM2c, USNR, Gardner, Mass.: Served on an aircraft carrier, Philippine area.

★ HURLEY, Roderick L., Lt. (ChC) USNR, Englewood, N. J.: Chaplain in the Iwo Jima campaign.

★ JONES, Robert, StM3c, USN, Newport News, Va.: Aboard an aircraft carrier.

★ LOOKABAUGH, Carl V., Corp., USMC, Struthers, Ohio: Served with a Marine infantry battalion, Saipan, 2 July 1944.

★ LUSE, James D., Lt., USCG, Medford, Mass.: Antisubmarine warfare officer, USS *Lowe*, 18 Mar 1945.

★ MCCABE, Frank M., Lt. Comdr., USCG, Brooklyn, N. Y.: CO of the USS *Menges*.

★ MCCRACKEN, Glenn W., CMoMM, USNR, Eddyville, Iowa: CMoMM on a warship, Southwest Pacific Area.

★ MCKNIGHT, John R. Jr., Comdr., USN, San Diego, Calif.: CO of a warship.

★ METCALF, William G., Lt., USNR, Belmont, Mass.: Assistant beach master in landings on Hollandia, New Guinea and the Philippines.

★ MICHELS, Gordon A., Lt., (ChC) USNR, Harvey, Ill.: Chaplain of a Marine battalion on Saipan, 15 June-4 July 1944.

★ MONTROSS, Keats E., Comdr., USN, Saginaw, Mich. (missing in action): CO of a submarine.

★ MOORE, Raymond A., Lt. Comdr., USN, Wheelock, Tex.: Navigator on a submarine.

★ NEILL, William C., Lt., (ChC) USNR, Roanoke, Va.: Chaplain with a Marine artillery regiment, Saipan, 15 June 1944.

★ QUINN, Charles M. Jr., Lt., USN, Baltimore, Md.: Junior turret officer, turret officer and main battery assistant on a battleship, February 1942 to April 1945.

★ ROILAND, William F. Jr., Ens. (then TM1c), USN, Cut Bank, Calif. (missing in action): In charge of the after torpedo room on board the USS *Seawolf*, Pacific area.

★ SCHMIDT, Maximilian G., Comdr., USN, Boonville, Mo.: CO of a submarine.

★ SEIDEL, Harry E. Jr., Comdr., USN, Takoma Park, Md.: CO of a destroyer, invasion of southern France.

★ SOULE, Floyd M., Comdr., USCGR, Woods Hole, Mass.: Operations officer on the Greenland patrol, November 1942 to May 1945.

★ STANFORD, Alfred B., Comdr., USNR, Essex, Conn.: OinC of a Navy reconnaissance party, Brittany, France, 24 Aug 1944.

★ SULLIVAN, Emmett J., Capt., USN, Seattle, Wash.: CO of a squadron of airships.

★ WOOD, Harry C., (ChC) USN, Wollaston, Mass.: Division chaplain of a Marine assault division on Iwo Jima, 19 Feb-16 Mar 1945

★ YOUNG, Howard L., USN, Coronado, Calif.: CO, USS *Ommaney Bay*, Battle off Samar.

Hoist (NTC, San Diego)

"I'm sure glad we're drawing clothing allowance this time."

WHAT'S YOUR NAVAL I. Q.?

Uniforms

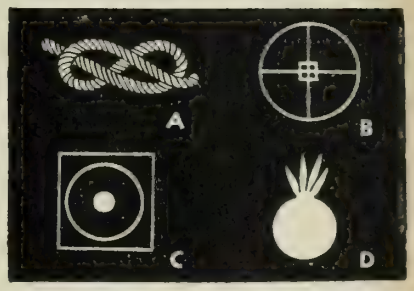
1. If a nice motherly type of lady sitting next to you in a restaurant ahems politely and murmurs, "My good man, will you tell me which way the eagle on a naval officer's cap device should face?" you should say, "Madam, it faces (a) dexter, (b) forward, (c) right."

2. Officers and men in the Navy are permitted to wear civilian clothes when (a) at home with two old high school friends, (b) attending a non-air-conditioned movie, (c) playing a brisk sport.

3. Lt. (jg) McCann's wife, trying to be helpful, sewed his decorations on his uniforms in the following order: (a) Presidential Unit Citation, (b) Navy Unit Commendation, (c) Purple Heart, (d) Silver Star Medal. In what order should they have been arranged?

4. According to Uniform Regs, rating badges are to be worn on the sleeve of coats and jumpers between the shoulder and elbow. They are worn on the right sleeve by all petty officers of the (a) artificer branch, (b) special branch, (c) commissary branch, (d) seaman branch, (e) stewards' branch.

5. These distinguishing marks are well known to Navy men. Who wears which?



(1) Gun-pointer (2) Seaman gunner (3) Rifle sharpshooter (4) Ex-apprentice

6. If you overheard a CPO referring to the "cut of his jib" you know he would be talking about (a) the shape of his nose, (b) his Navy haircut, (c) his general appearance, (d) the piece of meat he had at mess.

7. An officer who wears two sprigs of two live oak leaves, spreading, with an acorn on the stem of each sprig, stem curving slightly, embroidered in gold, would be just the man to (a) put an amalgam filling in your favorite bicuspid, (b) build a dry dock, (c) take out an old tonsil, (d) supply your groceries.

8. Which of these medals cannot be worn in miniature? (a) Silver Star, (b) Civil War Campaign Medal, (c) Medal of Honor.

9. A captain is permitted to wear a plain black visor on his cap (a) only when he has official reason for not attracting attention, (b) anytime except on formal occasions, (c) only when attending a funeral.

10. If the uniform of the day for enlisted men was posted as Undress, Blue, B, Yeoman McCarthy would wear (a) blue undress jumper, (b) ribbons, (c) neckerchief, (d) blue cap, (e) blue trousers, (f) black socks and shoes, (g) white hat.

Answers on page 75.

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

TRANSFER TO REGULAR NAVY

OFFICER

RESERVE officers and temporary USN officers may apply at once for transfer to the regular Navy, and all commands have been urged to encourage the best reserve and temporary officers to make prompt application.

Although no final appointments can be made until Congress has approved legislation covering the postwar Navy, it now appears that the Navy will need up to 30,000 additional regular officers and that the Marine Corps will need up to 5,000 additional regular officers.

To speed preparations for the postwar Navy, applications for transfer will be processed now, in advance of legislation, so that appointments to the regular Navy can be made quickly if Congress acts.

All fleet commanders, naval district commandants, river command commandants and air functional training commands will establish boards to pass upon applications.

Applications are to be made by official letter to the Chief of Naval Personnel via commanding officer or reporting senior and via the local board. Final selections will be made by selection boards in the Navy Department.

"The substance of the plan for transfer," said Under Secretary Artemus L. Gates, "is that the Reserves selected will be on equal footing with their contemporaries now in the Regular service, that there will be equal opportunity for promotion and assignment with complete disregard of the fact that some graduated from the Naval Academy and some did not. To assure that this can be done, those officers transferred to the regular Navy in the ranks of ensign or above will be given a course of instruction which will give them an opportunity to progress on equal terms with officers now holding permanent commissions. Transferred Marine Corps officers will be given the same opportunity to attend service schools."

Initial appointment in the regular Navy or Marine Corps will be made in the same temporary rank and with the regular navy or Marine Corps position on the permanent lists will correspond to that of officers now in the regular Navy or Marine Corps with similar seniority and service. When temporary ranks terminate after the emergency is over, and the status of all officers is adjusted to meet the requirements of the authorized postwar Navy, those transferred and those now in the regular Navy and Marine Corps will be affected equally and without discrimination.

As soon as military conditions permit, all officers recommended for transfer who have not had recent home leave will be granted leave. As soon as practicable, officers will be rotated between sea and shore duty, with preference for shore duty being given to those officers with the longest sea or foreign service.

Plans for the transfer of reserve officers and temporary USN officers to the regular Navy are covered in Alnavs 202, 206 and 207 (NDB, 31 Aug.).

Here are the detailed terms of the proposed transfer:

1. Age. The age requirements will carry out the basic idea that an officer transferred should be within a few years of the age of the present regular officers with the same temporary rank and service, so that he will not be handicapped by reason of his age in his career as a regular naval officer. All appointees must be able to give a total of 25 years of active service subsequent to 7 Sept 1939, or, in the case of Reserve officers, subsequent to entry upon active duty and prior to attaining the statutory retirement age of 64 years. There is one exception in that the Medical Corps will be required to give a total of 20 years active service.

Although these are the basic rules covering the age requirements, there are certain border-line cases which will be covered by detailed tables of the age-and-rank equivalents of reserves among their contemporaries in the regular Navy. These are being distributed to all commands by BuPers.

The Navy Department will request legislation, moreover, which will permit the retention on active duty of a number of older reserves in senior ranks in order that the naval service may avail itself of their abilities and experience.

2. Education. Line and Supply Corps officers who are ensigns and above must have had four semesters (two years) of college or must pass an examination which would disclose equivalent educational qualifications. It is stressed that the test in lieu of two years' college education is not an examination on academic subjects but a test to determine satisfactory general background and mental capacity. SecNav has said that "lack of college education should not deter an officer considering transfer." Sample examinations will be provided, so that officers taking this educational test may become familiar with its nature in advance.

For staff corps officers other than supply officers, professional degrees will be required. Educational requirements may be waived by the President or by SecNav, however, for officers with special qualifications. No formal educational requirements are made for chief warrant or warrant officers, and officers who fail of transfer in officer status may apply later for transfer to warrant commission.

3. Physical Standards. All applicants are required to meet the standards set by BuMed for rank and corps.

Where sufficient medical officers are available, each applicant will be examined by a board of medical examiners. The physical examination may be made, where necessary, by a single medical officer. These examiners will endorse the application with a certificate as to whether or not the applicant is physically qualified to perform all the duties of his rank at sea. This is subject to a final physical before appointment.

In the case of transfer to the regular Navy in commissioned or warrant rank, the age limitation is that an applicant must not have been over 35 years of age on the date of first temporary appointment over chief petty officer or on the date of commencement of active duty above commissioned warrant rank. If the applicant entered active duty after 7 Sept 1939 in a commissioned warrant or warrant rank of the Reserve, he must not at that time have been over 35 years of age.

A letter of application, sent via the applicant's commanding officer or reporting senior and via his local board or the nearest local board, should contain the following information subscribed and sworn to before an officer authorized to administer oaths:

a) Age, date and place of birth.

b) If naturalized citizen, date, place and certificate number of naturalization.

c) Date of reporting for active duty.

d) Date of present rank and form of appointment excluding any spot promotions.

e) Present ship or station and description of present duties.

f) If special duty officer, indicate field of specialty.

g) Previous ships or stations and description of duties with approximate dates.

h) Special naval qualifications and service schools attended.

i) Awards, decorations and medals, including campaign ribbons and operation and engagement stars.

j) Civilian education, including colleges and universities attended with dates of attendance and degrees received.

k) Civilian professional and business experience.

l) Other pertinent information.

In forwarding applications, commanding officers will forward also their recommendations to the local board, as well as a special fitness report commenting on the applicant's qualifications for transfer. After personal interview, the local board will forward the application to BuPers with the board's comment and recommendation.

SecNav has ordered that "great weight shall be given performance of sea duty during present war in considering line officers other than EDO."

In cases where service conditions make it impossible for the candidates to appear at this time before the local board, their commanding officers will forward the applications direct to BuPers with a statement of the reason for the applicants' inability to appear before the local board. This will not prejudice the applicant's standing.

The importance of assigning officers of experience and ability to boards has been urged on commands charged with setting up local boards. The importance of ensuring that the best reserve and temporary officers are encouraged to make prompt application for transfer also has been urged on these commands.

ENLISTED

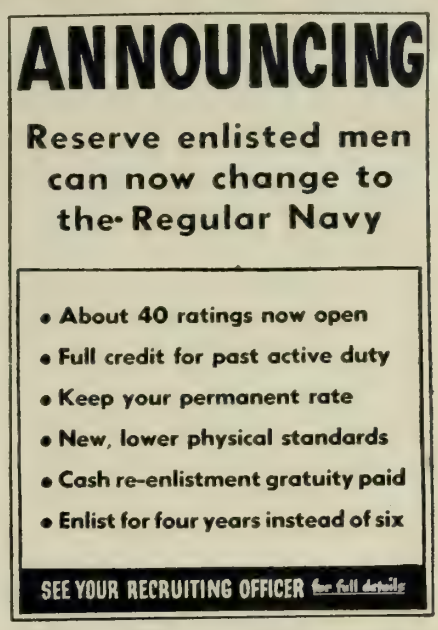
BECAUSE of the many letters which ALL HANDS has received from men interested in transferring into the regular Navy, the two directives which now provide for transfer of enlisted reserves to the regular Navy, BuPers Circ. Ltrs. 224 and 225 (NDB, 31 July, 45-911 and 912), are being reported below in detail, plus other information which a man will need to have in deciding whether or not he would like to make the peacetime Navy his career.

In addition to the information provided here, men may obtain complete information relative to reenlisting or transferring to the regular Navy from officers designated as recruiting officers. COs of all ships and stations have been directed to designate such an officer.

In accordance with the provisions of the basic transfer directive, BuPers Circ. Ltr. 224-45, commanding officers are authorized to effect discharges without reference to BuPers, for the following purposes:

- Immediate first enlistment in USN, in the case of men who *have not had* previous service in the regular Navy.
- Immediate reenlistment in USN, in the case of men who *have had* previous service in the regular Navy.

Eligibility for discharge and enlistment or reenlistment in USN will be based on present ratings, without regard to their temporary or permanent nature. Until such time as the make-up of the peacetime Navy has



FIRST POSTER announcing opportunity for reserve enlisted men to join regulars.

been definitely established, no information is available as to readjustments in ratings which may need to be made in the case of those men who hold temporary ratings.

However, discharges will be effected in the rating held *at the time of discharge*, whether temporary or permanent. Enlistments or reenlistments in the regular Navy will be effected as of the date immediately following the date of discharge and will be made in the *permanent* rate held at the time of discharge. The *temporary* rating held at the time of discharge will be restored immediately. Certificates of discharge will not be issued.

To be eligible, men must be considered suitable material for the regular Navy by their Cos and must be in any of the following categories:

- V-6: general service.
- V-2: general service, aviation branch.
- V-3: communications.
- F-2: Fleet Reserve—men assigned there upon completion of an enlistment in the regular Navy.
- O-1: Organized Reserve — enlisted men of the surface component.
- O-2: Organized Reserve — enlisted men of the aviation component.

So that specialist ratings may be afforded the opportunity of enlisting in the regular Navy, recommendations for changes of rating in the same pay grade from specialist ratings to any of the eligible ratings may be submitted to BuPers without regard to vacancies in allowance, provided the men concerned are professionally qualified to hold the recommended rating. Recommendations must be accompanied by completed form, NavPers 624.

Construction Battalion and Ship Repair ratings are not eligible for first enlistment or re-enlistment in the regular Navy at this time. However, men in these categories who are changed to general service ratings of equal pay grades in accordance with current directives may enlist in the regular Navy if found qualified.

Naval reservists holding temporary appointments to warrant or commissioned ranks are not eligible for the change in their enlisted status while serving under such appointments.

Men in a transient status are eligible for discharge and enlistment, as are men in Naval Training Schools under instruction, except V-5, V-7, V-8 and V-12 programs.

USN Rates Open

The rates opened for transfer to USN have been chosen from a study of the expected requirements of the peacetime Navy in which current numbers of regular Navy personnel were considered. Recommendations by COs for enlistment of personnel in ratings not listed are not desired. Voluntary reductions in rating for the purpose of enlistment or reenlistment will not be considered by BuPers.

The following is the list of rates open for enlistment or reenlistment in the regular Navy and to which additions or deletions will be made from time to time as the needs of the service dictate:

S1c	CSAI	AEM2c	PrtrL2c
S2c	SAI1c	AEM3c	PrtrL3c
AS	SAI2c	ACRT	PrtrM2c
HA1c	SAI3c	ART1c	PrtrM3c
HA2c	CSAO	ART2c	CSSMB
StM1c	SAO1c	ART3c	SSMB1c
StM2c	SAO2c	AM2c	SSMB2c
StM3c	SAO3c	AM3c	SSMB3c
FC3c	F1c	AFC3c	CSSMC
FCO3c	F2c	AOMT3c	SSMC1c
RM3c	EM3c	AERM2c	SSMC2c
CRT	AMM2c	AERM3c	SSMC3c
RT1c	AMM3c	CPtrV	CSSML
RT2c	AMMC2c	PtrV1c	SSML1c
RT3c	AMMC3c	PtrV2c	SSML2c
RdM2c	AMMF2c	PtrV3c	SSML3c
RdM3c	AMMF3c	CSKV	CSSMT
SF3c	AMMH2c	SKV1c	SSMT1c
M3c	AMMH3c	SKV2c	SSMT2c
CM1	AMMI2c	SKV3c	SSMT3c
MI1c	AMMI3c	Y2c	CMaM
MI2c	AMMP2c	Y3c	MaM1c
MI3c	AMMP3c	SK3c	MaM2c
PM2c	AMMT2c	Prtr2c	MaM3c
PM3c	AMMT3c	Prtr3c	SC3c

Enlistment Standards

Terms of enlistment in USN will be for four years and men must meet the following standards:

- Physical requirements outlined in Chapter 11, Manual of the Medical Department, with modifications contained in BuPers Circ. Ltr. 225-45, which are discussed later in this article.
- Must be a citizen of the U. S. or its insular possessions.
- Age limit, 18-30, inclusive. Men above the upper age limit will be eligible if total years of continuous active service (USNR or USN-I) since 9 Sept 1939, or any previous regular Navy service, or active Naval Reserve service, deducted from present age, places them in the 18-30 age group.
- Must have attained, within preceding three months prior to discharge, a score of 40 or higher in GCT, Fleet Edition, Form 1S, NavPers 16506. This standard does not apply to StM1c, StM2c and StM3c.

Former service records are to be

closed out and forwarded to BuPers. Duplicate pages 7 (beneficiary slip) and 9 of new service records, with appropriate entry regarding enlistment, will be attached to the Shipping Articles and forwarded to BuPers without delay. No discharges or enlistments will be effected at sea.

Modified Physical Requirements

Modifications in physical requirements for enlistment in the regular Navy, as outlined by BuPers Circ. Ltr. 225-45, are as follows:

- Weight: Proportional to height and build.
- Height: Minimum, 60 inches; maximum, 76 inches.
- Vision: Minimum vision 6/20 in one eye and at least 10/20 in the other; correctible to 20/20 each eye, provided defective vision is not due to organic disease.
- Hearing: Normal hearing in each ear.
- Teeth: Minimum of 18 vital, serviceable, permanent teeth and sufficient teeth in functional occlusion to insure satisfactory incision and mastication. Applicant must not require immediate dental prosthesis. A carious tooth which can be restored by filling may be considered a serviceable tooth.
- Color perception: Applicants are acceptable who correctly recognize only one plate in each of the three color groups, represented by plates 1, 2, 3, 4 (numbers 89, 43, 56, 27), by plates 7, 8, 9, 10, 13, 14 (numbers 39, 42, 56, 27, 86, 75) and by plates 17, 18, 21, 22 (numbers 25, 68, 97, 34) as given in Pseudo-Isochromatic Plates for Testing Color Perception, American Optical Company, 1940. The above groups are represented in Stillings Twentieth Edition by plate numbers 3(68), 4(86), and 8(43).
- Extremities: Loss of either thumb or mutilation to such an extent as to produce material loss of flexion or strength of the member; or loss of the terminal and middle phalanges of any two fingers on the same hand; or entire loss of any finger except the little finger of either hand or the ring finger of left hand, is not acceptable.
- Diseases: As outlined in BuPers Circ. Ltr. 225-45.

Applicants may be accepted with the following defects under these conditions:

- Varicocele—to be corrected only if complained of after enlistment.
- Hydrocele—to be corrected if necessary after enlistment.
- Minor surgical defects which can be corrected and man returned to a duty status within one month.
- Certain abdominal defects if unassociated with hernia.
- Nasal deformity—unless of such a degree as to interfere with duty or not readily correctible.
- Seasonal hay fever—if not complicated with asthma.

Waivers (see Chapter 11, Manual of Medical Department) may be recommended for deviations from the above standards if initiated by COs and if for defects that will not interfere with full performance of all duties at sea or foreign station.

Reenlistment Allowance

Men transferring to or reenlisting in the regular Navy will receive "shipping over" pay provided they have served at least one full year of continous active duty.

Men in the upper pay grades (CPO, PO1c and PO2c) receive $50 for each full year served; men in the other pay grades (PO3c, S1c, S2c and AS) receive $25 for each full year of service. The time must be served immediately prior to discharge and only full years are counted; the allowance is not prorated for fractions of years.

The law granting shipping-over pay or re-enlistment allowance to reserves who enlist in the regular Navy became effective 1 Oct 1944 and men who were discharged from the Naval Reserve and enlisted in the regular Navy prior to that date were not eligible for it.

Reenlistment Leave

Made eligible for 30 days reenlistment leave, exclusive of travel time, by Alnav 209-45 (NDB, 31 August) are reserve enlisted men and inductees who ship over to the regular Navy, and those regulars who have already reenlisted (or do so in the future) and who did not receive their reenlistment leave because of the temporary suspension of this type of leave.

The Alnav provides that such enlisted personnel who are attached to ships and stations overseas are to be returned to the U. S. at the earliest possible opportunity for leave and reassignment.

These men are to be transferred at Government expense to certain designated intermediate reporting stations nearest their leave address with delay en route to count as leave.

In addition, personnel entitled to rehabilitation leave under the provisions of BuPers Circ. Ltr. 28-45 (NDB, 15 Feb., 45-153) may be given combined reenlistment-rehabilitation leave totaling 60 days plus travel time. Rehabilitation leave is figured at the rate of two and one-half days for each month served outside the continental limits of the U. S.—maximum 30 days.

Travel Allowance

Pending a decision of the Comptroller General and further instructions from BuPers, travel allowance will not be credited to the accounts of men discharged from the Naval Reserve or from USN-I status for purpose of enlistment in the regular Navy.

The payment of travel allowance to regular Navy men who re-enlist, however, is provided for by Navy Travel Instructions, Art. 2503-(10), which entitles them to payment of five cents per mile for all land travel via the shortest usually travelled route from the place of discharge to the place of last acceptance for enlistment even though no travel is actually perfomed.

For instance, a regular Navy man who enlisted in Chicago and is discharged in San Diego would be eligible to payment of five cents per mile for the distance between San Diego and Chicago.

Mustering-Out Pay

The fact that a man transfers over to the regular Navy does not in any way invalidate his rights to receive the amount of mustering-out pay to which his service entitles him. The same applies to men who re-enlist in the regular Navy. However, neither of them may receive their mustering-out pay at the time they transfer to or re-enlist in the regular Navy. It may be paid only when they are discharged to effect a *permanent separation* from the service. This could conceivably occur at the termination of their next enlistment.

GI Bill of Rights

Both USN and USNR discharges are eligible for the benefits under the GI Bill of Rights. Transferring would not affect a man's rights, provided that at the time of his discharge he met the requirements of the bill, which are the same for either USNs or USNRs.

If his service is continuous, that is, if he transfers without any interruption of duty, he would be eligible for the rights and benefits of the bill when he is ultimately discharged. However, it should be remembered, the bill as it now stands—and Congress when it reconvenes is scheduled to consider changes in the bill—puts certain limitations of time on some of the benefits, and to be eligible for these benefits a veteran must be discharged within these time limits.

For example, under the terms of the bill, application for loans must be made within two years after separation or two years after termination of the war, whichever is the later date, but in no case may they be made later than five years after the termination of the war. Thus, under the present bill, to be eligible for the privileges of the loan, a man would have to be discharged earlier than five years after the end of the war. Remember, though, what is meant by the "end of the war." That is not the day the Japs surrendered, but the day the President or Congress declares the war to be officially ended. (In World War I this came almost 32 months after the armistice was signed on 11 Nov 1918. For further clarification, see p. 2.)

Time limits are also placed on two other benefits—education and readjustment allowances. Schooling under the educational benefits must be initiated within two years after discharge or the termination of the war, whichever is the later date, and the education must be completed within seven years after the termination of the war.

Readjustment allowances ($20 per week of complete unemployment for certain limited periods) are available if the unemployment occurred two years after the war ends or after a man's discharge, whichever is the later date, but no allowance will be paid for any week commencing more than five years after the "termination of hostilities," which means the day Japan surrendered.

New Uniform

Although a new uniform for enlisted men is now being considered by the Uniform Board, no announcement has as yet been made by the Navy Department.

Family Allowance

As announced in the July 1945 issue of ALL HANDS, Public Law 625 (as amended) of the 77th Congress, provides that family allowances be paid during the war and for six months following the termination of such war to eligible dependents of personnel on active duty in the Navy. The whole subject of pay and allowances after this period depends on Congressional action.

Retirement

Personnel serving in the Naval Reserve whose enlistments are accepted into the regular Navy will be credited with time served on active duty for purpose of transfer to the Fleet Reserve after 20 years service and to the retired list of the regular Navy after 30 years' service, in accordance with BuPers Manual, Arts. D-9501, 9502 and H-9407.

Coast Guard Plans Reserve Officer Transfers

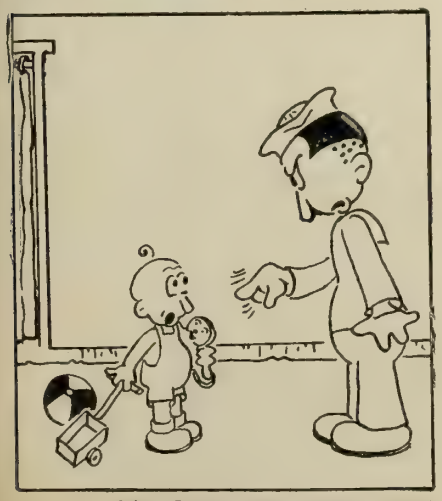
The Coast Guard, anticipating that its authorized postwar strength will be considerably in excess of its prewar peacetime complement, is planning to take numbers of Reserve officers into the regular establishment.

Text of an official statement follows:

Transfer to the regular Coast Guard, it is announced, will place reserve officers on an equal footing with regular officers and give them an equal opportunity for promotions and assignments. Until the size of the postwar organization is established, the Coast Guard cannot state how many vacancies there will be. However, it announces that the sources for commissioned personnel will be the following: warrant officers and enlisted men of the regular Coast Guard, personnel of the regular and temporary Coast Guard Reserve, and officers of the U. S. Merchant Marine.

Because of the close association of the Merchant Marine and the Coast Guard, the Service expects to draw on the Merchant Marine for a supply of experienced men. Men holding licenses and certificates on the oceans, Great Lakes and western rivers will be eligible for commissions under present plans.

A definite policy will be announced as soon as possible.



Saipan Beacon (Island Command, Saipan)
"Say SIR to your superior!"

Marine Corps Provides for Reserve Officer Transfers

Marine Corps Reserve and Temporary Officers on active duty are eligible to apply for transfer to the regular Marine Corps, according to Alnav 208, but Commissioned Warrant and Warrant Officers are not eligible for transfer except in their present ranks.

Applications are to be made by letter to the Commandant, Marine Corps, via official channels including reporting senior, with the letter stating: "I apply for transfer to regular Marine Corps in Commissioned Officer rank (Commissioned Warrant rank or Warrant rank, as applicable)."

A Commissioned officer applicant also must state whether he desires to be considered as applicant for Commissioned Warrant Officer rank in case he is not in fact eligible for transfer as a commissioned officer or in case he fails of selection in commissioned officer rank.

Prospective regulations provide that no person will be transferred to Commissioned Warrant or Warrant rank unless his total possible active service will equal 30 years on attaining the age of 60, counting as active service for this purpose only such service as may be credited toward retirement under existing law.

Every Reserve and Temporary Marine officer on active duty is to be given opportunity to apply—including patients in hospitals and those on detached duty. Commanding officers are directed to forward applications even though an applicant may appear ineligible for acceptance under the terms of Alnav 202.

In forwarding the application, the reporting senior is to state the number of months he observed the applicant, and will state: a) Recommend for transfer to regular service; b) Insufficient observation to make recommendation, or c) Recommend this officer not be transferred to regular service. In the case of c, the reporting senior will add his reasons and inform the applicant. Any statement the applicant wishes to make, or his statement that he does not wish to comment, also will be forwarded.

The Marine Corps will inform applicants of any ineligibility for transfer as soon as such fact may be determined, either as a result of Congressional legislation or as a result of regulations made under such legislation. It is stressed that a previous declaration of desire to transfer to the regular Marine Corps is NOT an application.

As in the Navy, it is stressed that the educational examination required of line officers who have not finished two years of college will be primarily a test of general background and mental ability, and not an examination on academic subjects.

A Marine Corps letter of instruction to follow this Alnav will provide for appearance of applicants before local boards for interview and rating, but "submission and forwarding of applications are to be accomplished without waiting" for this, or for the educational examinations.

Failure of an officer to apply for transfer now will not deny him the future privilege of applying for transfer while he is still on active duty.

Policies Are Announced On Personnel Procurement

The following policies regarding procurement of personnel were announced by the Navy in conjunction with the demobilization plan:

Enlisted men: At present only men under 18 and over 38 may enlist without first being inducted via Selective Service. Whether or not the Navy continues to use inductees will, of course, depend on national policy with respect to maintenance of the Selective Service System. Enlisted men in the Naval Reserve may transfer to the regular Navy in accordance with instructions contained in BuPers Circ. Ltr. 224-45, dated 31 July 1945 (NDB, 31 July, 45-911).

Officers: Procurement continues for the following: (a) Merchant marine, midshipmen and commissioned officers for the merchant marine reserve; (b) personnel for the naval air preparatory program and V-5; (c) processing of service personnel for V-5 and V-12; (d) completion of processing of applications from medical doctors and dentists whose papers were already being processed. All other procurement stops.

Waves: Recruiting of enlisted personnel stopped; no more to be ordered to active duty and orders to be canceled for any under active duty orders who have not yet complied; discharge status of enlistees not already on active duty to be clarified as quickly as possible.

Officers' orders and commissions: Will be delivered as received by offices of naval officer procurement but no more orders to active duty to be made at present. Where active duty orders have been delivered to applications for officer candidate schools or for commissions, ONOPs, under existing instructions, cannot cancel the the orders.

The continuance of the NAP and V-5 programs is in line with present long-range policies to provide naval aviators for the future.

ONOPS probably will be closed in the very near future.

DEMOBILIZATION DETAILS

General details of the Navy demobilization plan are reported on page 4. Here, in question and answer form, are specific points involved.

Do fractions of points count as full points?

No. For instance, 48½ points do *not* equal 49 points—nor do 16 days count as a full month.

May time in the Merchant Marine be counted in computing points?

No.

Must active duty be continuous to count under the point system?

No, broken service may be counted.

How is a "state of dependency" determined?

Under provisions of the Alnav a "state of dependency" exists under the following conditions:

If as an enlisted man or woman you are receiving allowances for dependents or money allowances in lieu of quarters (MAQ) for dependents.

If as an officer, male or female, you are receiving a subsistence allowance for dependents.

Do you rate the same number of points regardless of the NUMBER of dependents you have?

Yes. You rate only 10 points regardless of whether you have one or a dozen or more dependents.

May an officer or enlisted man who has a wife in the service count her as a dependent?

Yes, an enlisted man or officer who has a wife serving in the armed forces of any of the United Nations may count her as a dependent even if no money allowance or subsistence allowance is currently authorized.

Is there a deadline on dependency?

Marriages which take place before 2400 E.W.T. 15 Aug 1945 create a state of dependency if payment of money allowance or subsistence allowance is subsequently authorized. Otherwise, the dependency status is frozen as of 2400 E.W.T., 15 August.

Does the point system replace the "computed-age formula" which was announced by Alnavs 168 and 169-45 (NDB, 31 July, 45-867 and 868)?

Yes, except that any applications for release submitted prior to 14 Aug 1945 under the "computed-age formula" will be considered by BuPers.

Are applications for release based on hardship or dependency reasons affected by the point system?

No. They are considered upon the individual merits of the hardship or dependency case.

Are there other reasons for release to inactive duty or discharge which are not affected by the point system?

Yes, the following are still in effect:

(1) Women's Reserve Circ. Ltr. 1-45 dated 5 Mar 1945, which outlines regulations for release of Waves (officers and enlisted) for reason of pregnancy.

(2) Women's Reserve Circ. Ltr. 4-45 dated 20 June 1945 and 5-45 dated 4 Aug 1945, which outline the policies on release of Waves (officers and enlisted) married to servicemen returned from overseas.

(3) BuPers Circ. Ltr. 122-45 (NDB, 15 May, 45-500), which deals with the discharge or release to inactive duty of enlisted men or women who are 42 years of age or older.

Does the point system establish a "priority" for release?

It is the intention of the Alnav to permit all eligible personnel to be separated from the service as rapidly and orderly as possible. However, if there are two men at an overseas base who are eligible for release, and one has 47 points and 17 months overseas and the other has 70 points and only 5 months overseas, the man with the *longest overseas duty* is to be returned to the States first. The same preference for those who have served longest afloat is to be shown by area and type commanders and COs in allotting transportation "priorities" for return to the States.

Does time after 14 August count toward accumulation of points?

Yes, as a man or woman accumulates the number of points required for both age and service he or she becomes eligible for release. If you did not have dependency points as of 14 August, however, you cannot (by marriage, etc.) get them after that date.

Is there any plan under consideration whereby the number of points now required will be lowered?

Yes, to provide for orderly and speedy demobilization of Navy personnel, the number of required points will be reduced from time to time as conditions permit.

What will be the status of personnel released under the point system?

(1) All eligible *reserve* commissioned or warrant officers are to be released to *inactive duty*.

(2) All *eligible* reserve enlisted men, including USNR (SV), (except Fleet Reservists) *whose enlistments have expired* are to be *discharged*.

(3) All *eligible* reserve enlisted men, including USNR (SV), whose enlistments have not expired, are when entitled to release under the point system to be released to *inactive duty*.

(4) All *eligible* enlisted men in the Fleet Reserve are to be released to *inactive duty*.

(5) All *eligible* inductees, USN-I, are to be *discharged*. Those transferred to the regular Navy and who are now serving current enlistments will be required to complete their period of enlistment.

(6) All *eligible* enlisted Waves are to be discharged.

(7) All *eligible* Wave officers are to be released to *inactive duty*.

(8) All *eligible* enlisted personnel in the regular Navy, including those classified USN (SV), who are serving on extensions of *expired* enlistments are to be *discharged*.

Are officers in the Fleet Reserve eligible for release under the plan?

No, they are USN officers and are not eligible for release under the point system.

Under what authority may retired personnel be released from active duty?

Retired enlisted personnel may be released under the point system; retired officers (line and staff, USN and USNR), including retired enlisted personnel serving as officers, are released under BuPers Circ. Ltr. 75-45 (NDB, 31 Mar. 45-309).

Do retired enlisted men now on active duty require points to be released?

No, if they submit a request for release, in writing, to the Chief of Naval Personnel, they are eligible for release regardless of the number of points they have. COs are authorized by the directive to issue orders for the transfer of such personnel for the purpose of separation or release upon receipt of the written request without prior reference to BuPers.

At what rank or rate will officers or enlisted personnel holding temporary promotions be released?

They will be released at the rank (including "spot" promotion) or rate currently held, regardless of whether it is temporary or permanent.

Is an enlisted man (USN or USNR) who holds a temporary commission considered as an officer or enlisted man under the provisions of the Alnav?

He is an officer as long as his temporary commission remains in effect. Thus far, however, USN officers are not entitled to release under the plan.

May a temporary officer (USN or USNR) resign his commission to revert to enlisted status for purpose of release?

No, the Navy will not accept resignations for this purpose.

Seabee

What is the period of temporary commissions?

Both USN and USNR temporary commissions are for the period of the duration plus six months. At that time, if not previously released, for the purpose of release officers will revert to enlisted status and their eligibility for separation from the service will be determined by the number of points they have.

Do medals and awards count toward release under the point system?

Yes, naval reservists, fleet reservists, inductees — other than USN-Is who are serving in regular Navy enlistments—and personnel in the regular Navy serving in *extensions of expired enlistments* are eligible for release under the point system, regardless of the number of points they have, if they have received any of the following decorations since 1 Sept 1939:

Medal of Honor, Navy Cross, Distinguished Service Cross (Army), Legion of Merit (if for combat), Silver Star, Distinguished Flying Cross (if for combat).

Do other medals or ribbons count?

No.

Who decides whether the Legion of Merit or the Distinguished Flying Cross was given for combat duty?

Unless the citation clearly indicates that either of the medals was presented for combat duty, the question should be referred to BuPers for decision.

Are any personnel specifically declared ineligible for release under the point system?

(1) Yes. Because of the needs of the service, personnel in any pay grades of the following ratings are declared ineligible for release under the point system until further notice:

Specialist (C)—Classification
Specialist (S)—Shore Patrol
Specialist (I)—Punch Card Accounting Machine Operator
Specialist (X)—Key Punch Operator
Specialist (X)—Transportation
SK(D)—Storekeeper (Disbursing)
MaM—Mailman
PhM—Pharmacist Mate
HA—Hospital Apprentice

(2) Male and female officers of the Medical Department with the classifications (MC), (HC), (H), chief pharmacists and pharmacists, and members of the Navy Nurse Corps are also ineligible for release under the point system, regardless of the number of points they have.

Are there others in specialized categories whose release is not automatic under the point system?

Yes, shore patrol officers, military government officers and IBM officer specialists who have sufficient points are eligible for release *only* upon the approval of the Chief of Naval Personnel. Such eligible officers who desire release may submit their requests for consideration by BuPers.

Are personnel who have sufficient points but who are hospitalized or undergoing treatment eligible for release?

They become eligible when they are discharged from hospitalization or treatment.

Are personnel who have sufficient points but who are in a disciplinary or probationary status eligible?

Not until such time as disciplinary measures, including probationary periods, have been completed.

Will personnel of classes which have large excesses over present requirements be discharged according to the point system?

Personnel in certain aviation categories and in other classes where large excesses over present requirements exist may be discharged more rapidly under provisions outside the point system, still to be made.

Are personnel who have sufficient points required to leave the service?

(1) Officers who are eligible for release under the point system, but who desire to postpone their separation, must submit their request, via official channels, to the Chief of Naval Personnel. The CO's endorsement is to indicate the billet in which retention is recommended, the reason for requesting postponement and the availability of qualified replacements. An officer who intends to transfer to the regular Navy may request retention on active duty until such time as he has had an opportunity to make application for the transfer. In such cases, COs are to forward the request to the Chief of Naval Personnel, stating whether the officer is recommended favorably for transfer to the regular Navy. The officer will be kept on active duty pending action by BuPers.

(2) Enlisted men who submit or have submitted applications for enlistment or reenlistment in the regular Navy may likewise be retained on active duty pending final action on their application.

(3) Wave officers who have sufficient points to be released from the service must likewise address their requests for retention on active duty to the Chief of Naval Personnel, via official channels. The decision to keep any eligible personnel on active duty will depend upon their qualifications, availability of billets and further needs of the service.

Are there any special rules on the type of discharges which are to be given to personnel released under the point system?

Enlisted personnel serving in an extension of enlistment under provisions of Alnav 155-41 (NDB, cum. ed. 1943, 41-2019) are to be discharged for reason of expiration of enlistment. Reserve and inductee enlisted personnel who are not serving in an extended enlistment and who are discharged under the point system are to be discharged for the convenience of the Government.

Is it possible to retain on active duty personnel who are otherwise eligible for release under the point system?

In cases where it is necessary to retain personnel otherwise eligible for separation under the Alnav for reason of *military necessity* (as distinguished from *military convenience*), COs are directed to take immediate action to secure a replacement, via established channels. Such personnel shall not, however, be retained in excess of 120 days awaiting replacement unless the affected personnel request in writing that they be retained on active duty beyond this period. Such requests are to be addressed to the Chief of Naval Personnel. However, COs are authorized to approve such requests without prior reference to BuPers.

What is "military necessity"?

Military necessity describes the condition in which the transfer of one or more specific persons would make impossible or seriously impair the functioning of a significant naval operation. It should *not* be confused with military convenience or the desire of the service. Unless your release is going to seriously jeopardize the operation of your activity, you need not worry about being retained the maximum 120 days allowed under the Alnav. The intention of the directive is to make possible your speedy release and return to civilian life.

May personnel be separated from the service outside the continental limits of the United States?

Under provision of Navy Regs, Art. 1689, personnel may, upon their own written request, be released from the service outside the U. S. In doing so, they waive all claim for transportation at Government expense to the U. S. and all consular aid. (For complete details, see Navy Regs, Art. 1689.)

Where do you go when you are returned from duty afloat or overseas?

When returned to the States you are sent to the receiving station nearest the continental U. S. port of entry and then transferred to a separation center nearest your home. Officers go to the Commandant of the naval district in which the port of entry is located, for further orders to an officers' separation center nearest their home.

These receiving stations are located at: Boston, Mass.; Casco Bay, Portland, Me.; Pier 92, New York City; Brooklyn, N. Y.; Armed Guard Center, Brooklyn, N. Y.; Philadelphia, Pa.; Norfolk, Va.; Charleston, S. C.; Key West, Fla.; Miami, Fla.; Galveston, Texas; Chicago, Ill.; Terminal Island, San Pedro, Calif.; Bremerton, Wash.; Seattle, Wash.; Washington, D. C.; San Francisco, Calif.; Camp Elliott, San Diego, Calif.; Camp Shoemaker, Calif.; New Orleans, La.; and Farragut, Idaho.

(For list of Personnel Separation Centers, see p. 5.)

How do you get home?

Eligible personnel now aboard ships which are returning to the States, either as members of the ship's complement or as passengers, are to be returned on those ships. Those serving

outside the continental limits, either ashore or afloat on ships which are not now scheduled to return to the continental limits, are to be assembled at appropriate staging areas to await transportation. So far these have been established at Pearl Harbor, Guam, Saipan, Leyte, Hollandia, Manila and Manus. Others are to be established when and where necessary. Personnel at these staging areas are to be grouped according to the states to which they are to be returned upon separation (that is, the state in which the man's home of record is located).

How soon will you get back?

As quickly as sea or air transportation is available.

What port will you be returned to?

To the maximum extent possible, personnel assembled at staging centers will be returned to the continental limits on vessels returning to ports near the ultimate destination of such personnel.

What advance notice will the demobilization center have of your arrival?

All surface vessels returning personnel who are to be released to inactive duty or discharged are directed by the Alnav to report to the appropriate authorities by dispatch at least 60 hours in advance of arrival. This is being done to speed you on your way to the separation center and so that arrangements can be made for you to be processed without delay.

What must you PERSONALLY do to be released under the point system?

If you have the required number of points, see your commanding officer. He will do everything else for you to see that you are as speedily as possible returned to the United States for release from the Navy under this demobilization plan.

The Navy appreciates the part you have played in helping to win the war and is eager to assist in every way possible the speedy return of those who wish to resume their civilian life and occupations. All possible assistance will be afforded you at the separation center to make this transition from military life to civilian life as efficiently and smoothly as possible.

Marine Corps Demobilization Plan Sets 85-Point Goal for Men, 25 for Women

The Marine Corps demobilization plan was announced by SecNav on 15 Aug 1945. The plan was originally promulgated to the service in Marine Corps Letter of Instruction No. 1075, dated 9 July 1945, and will be put into effect when ordered by a message from the Commandant, U. S. Marine Corps. Here are the details:

How many points are required?

Marine Corps men (officers and enlisted)	85
Marine Corps women (officers and enlisted)	25

How are points computed?

(1) You get one point for each month of active service you've had in the Marine Corps since 16 Sept 1940. Fractions of months count as full months.

(2) You get one point for each month you've spent at sea or overseas since 16 Sept 1940. Fractions of months count as full months.

(3) You get five points for each decoration or battle star, details of which are discussed later.

(4) You get 12 points for each child (not to exceed three) under 18 years of age—maximum parenthood credit: 36.

As of what date are points to be computed?

You can count your points up to 12 May 1945. Men and women with the required number of points as of that date get the first consideration for release under the demobilization plan.

Any plan under consideration for reducing the required points?

Yes, subsequent reduction in critical scores will be based upon the missions assigned to the Marine Corps in the immediate future.

Are Marine Corps personnel who have sufficient points required to leave the service?

Those having sufficient points for discharge and who desire to remain in the Marine Corps will be permitted to do so as long as there is need for their service.

Are there any personnel who are likely to be retained in the service even though they have sufficient points to get out?

The Marine Corps will be unable to release certain *key personnel* who have the required number of points *until such time as reliefs can be provided and trained.* When relief is available and fully trained, those eligible for discharge or release from the service will be separated under the demobilization plan.

Any strings attached to officers being released?

Because of the relatively small number of officers involved, individual consideration will be given to the case of each officer to be demobilized. The primary consideration for the release of officers will be the immediate needs of the service and the necessity of retaining male officers who apply for transfer to the regular Marine Corps.

Do you lose time for AOL or AWOL?

Right, any time you've been AOL or AWOL has to be deducted from your time in the service credit. Likewise you lose credit for any time you've spent in confinement resulting from sentence of court-martial or deck court.

What medals and awards may be counted?

You may count five points each for the first and for each additional award of any of the following:

Medal of Honor, Navy Cross, Distinguished Service Cross (Army), Distinguished Service Medal, Legion of Merit, Silver Star, Distinguished lying Cross, Navy and Marine Corps Medal, Bronze Star Medal, Air Medal, Letter of Commendation Ribbon, Purple Heart.

May the Presidential Unit Citation Ribbon or star be counted?

No, only those listed above may be counted in computing your score.

What about battle stars?

You rate five points for *each* bronze engagement star you have been awarded for any of the three area service ribbons. Eligibility for stars is to be based on actual battle participation as outlined in Cominch letter (NDB, 30 June, 45-712), details of which were published in ALL HANDS, August 1945, p. 29, and in Marine Corps Headquarters Bulletin, August 1945, p. 20. The Okinawa operation, which has not as yet been officially recognized, may be counted as one battle star (or five points).

May the bronze "A" be counted?

The bronze "A" or star awarded for the American Defense Service ribbon may *not* be counted.

What date is used in computing points for awards and battle stars?

All decorations credited must have been officially awarded prior to 12 May 1945. Likewise bronze service stars must be for participation in operations or engagements prior to 12 May 1945, which would permit the counting of the Okinawa operation since the invasion date was 1 Apr 1945.

What determines your eligibility for parenthood credits?

Determination of dependency of children shall be based on the terms of the Serviceman's Dependents Allowance Act, complete details of which may be found in Marine Corps Letter of Instruction No. 931 dated 19 Jan 1945.

Do you rate a dependency credit if you're married but have no children?

No, you rate points (maximum 36) only for children. Under the present plan the fact that you are married, but childless, won't help you pile up points for release.

In case of argument, what is the final authority?

The information contained in your service-record book is to be taken as the final authority for the determination of service, combat and parenthood credits.

How quickly can you expect to be returned to the States and how soon will you be back in civilian life?

The same policies outlined above as being in effect for naval personnel apply to Marine Corps men and women. As the primary intention of the plan is speedy and orderly demobilization, personnel who are eligible for release can expect to be back in civilian clothes within a few months.

Coast Guard Demobilization Closely Follows Navy Plan

The Coast Guard demobilization plan, announced to the service on 15 Aug 1945 by AlCoast No. 63-45, closely follows that of the Navy, and differs only in these respects:

- COs are directed to release to **inactive duty** all those Coast Guard Reserve commissioned and warrant officers who are eligible under the plan.
- COs are directed to discharge all those eligible enlisted Coast Guard reservists who have sufficient points and who are serving in involuntary extension of enlistment, including special temporary enlistment.
- COs are directed to release to inactive duty, without prior reference to the Commandant, **all** retired enlisted personnel now serving on active duty.
- Because of the immediate needs of the Coast Guard, personnel in all pay grades of the following ratings are not eligible for release under the demobilization plan until further notice:

Radiomen
Radio technicians
Radarmen (L)
Aviation pilots
Aviation machinist mates
Aviation radiomen
Aviation radio technicians
Aviation metalsmiths
Parachute riggers
Aerographer's mates
Specialists (I)
Specialists (T)
Specialists (TR)
Specialists (C)
Pharmacist's mates

- The following special categories of officers may be released **only** upon the approval of the Commandant, and upon approval of their written request for release submitted to him, via official channels:

Military Government officers
IBM officers
Aviators
Communication Engineers (Loran) who were appointed by the Bureau of Marine Inspection and Navigation
Officers assigned to merchant marine hearing details
Officers assigned to the loading of explosives
Officers assigned to construction detachments

- Statements made in the Navy Questions-and-Answers (see above) relative to officers who have sufficient points for release, but who wish to postpone leaving the service, do not apply to the Coast Guard at present. Details are to be announced later by the Coast Guard.
- Officers and enlisted personnel eligible for separation under the AlCoast, who are outside the continental limits of the U. S., are to be returned via the DCGO nearest the port of entry into the continental U. S. for further transfer to a separation activity.
- COs are **directed** to issue orders for the transfer of all eligible personnel for the purpose of separation or release without reference to the Commandant for approval.
- Statements made in the Navy Question-and-Answer on male and female personnel in the Medical Department do not apply to the Coast Guard.

Time's Hawaii Pony Edition Circulated Free in Pacific

Supplementing the magazine package mailing plan announced in ALL HANDS (July 1945, p. 75), a free distribution of the Hawaii Pony Edition of Time magazine to all ships and stations in the Pacific Ocean Areas beyond the Hawaiian Sea Frontier recently was inaugurated on the ratio of one copy to each 30 men and officers, the Welfare Activity of BuPers announced last month.

The Time packages are sent out separately each week by first-class mail from Hawaii. Welfare and Recreation officers have been requested to see that all copies are distributed equally to insure up-to-date reading material for all hands.

In addition to the Time package, the regular magazine package announced last month is mailed weekly from the United States and now includes 30 popular magazines. The packaging plan is intended to speed reading matter to distant areas.

HOW DID IT START?

Uniform of the Day

Wearing a "uniform of the day" probably dates back to the days of Caesar. The Veneti, an ancient tribe of Gaul conquered by Caesar in 56 B.C., put to sea from the Loire in speedy longboats. The sails of the boats were dyed a light blue, and the clothing of the crew was tinted to match the sheets. This, they believed would lessen their chances of being seen.

Deadline Soon in Navy's Photographic Contest

Officers and enlisted men who have not yet sent in original negatives and prints of moving and still photographs for entry in the Secretary of the Navy's competition for the best pictures of the war are urged to forward them without delay to the Navy Photographic Institute, Navy Department, Washington 25, D. C., in order that all entries will have a fair review before awards are announced on Navy Day, 27 October.

The competition was initiated by Secretary Forrestal and will embrace Navy pictures made from the time of Pearl Harbor to the surrender of Japan. Half the awards will be made for actual combat pictures. The balance of the awards will be divided among those pictures of the fleet or fleet units outstanding for pictorial value and expressing strength and size of the Navy, human interest pictures, views of naval personnel under fire, and closeups of officers and enlisted men. Winning pictures including the movies will be released for publication.

Commissions Offered Men In Ranks Who Can Qualify For Two Special Programs

Two officer-procurement programs for a limited number were announced recently by BuPers Circ. Ltr. 223-45 (NDB, 31 July, 45-910), in addition to the 18 specialized programs published in ALL HANDS, July 1945, p. 68. They are:

- *Postal liaison officers:* Candidates for temporary appointment must have been MaM1c or above, have a high school education, and a minimum of 10 years of civilian and naval post-office experience combined. Part of the civilian experience must have been in a supervisory capacity. Those for permanent appointment must be MaM3c or above, have a college degree, and a minimum of seven years of naval and civilian post-office experience combined. Waivers granted. Applicants must include letter of recommendation from district or area postal officer. Age, 28-40.
- *Fire-protection officers:* Candidates for temporary appointment must be or have been Sp(F)1c or above, with at least two and one-half years of naval service, and with at least five years of professional civilian or naval fire-fighting experience combined. Those for permanent appointment must have two or more years of satisfactory college work plus at least five years of professional civilian or naval fire-fighting experience combined—or a degree from an accredited college plus at least five years of fire-protection engineering experience—or two years of satisfactory college work plus at least 10 years of fire-protection engineering experience. No waivers. Age, 24-36.

Details on applications and on general qualifications for appointment may be found in ALL HANDS, July 1945, p. 68. Procurement for petroleum inspectors, mentioned there, has now been closed.

Selection Boards Name 8,152 for Promotions

Selection Boards have recently named a total of 3,413 officers for promotion to commander and 4,739 for promotion to lieutenant commander. The names of those officers who were appointed by the President for temporary service as of 27 July 1945, subject to the terms of the directive, may be found in BuPers Circ. Ltr. 220-45 (NDB. Supp., 31 July). A breakdown follows:

	To commander		To lieut. commander	
	USN	USNR	USN	USNR
Line	355	1,408	345	3,133*
Medical Corps	220	900	3	778
Hospital Corps	12	9	0	12
Dental Corps	63	32	1	116
Supply Corps	31	77	43	114
Civil Engineer Corps	29	260	6	149
Chaplain Corps	12	5	0	39
Total	722	2,691	398	4,341

* Includes 4 Wave officers.

MONTH'S ALNAVS IN BRIEF

No. 165—States that men inducted prior to 1 Feb 1943 who have not subsequently voluntarily enlisted shall be classified USN-I and appropriate entry made on page nine of service record; cancels Alnav 36-43 (NDB, cum. ed., 1943, 43-2009).

No. 166—Deals with procedure for refunding excess checkage to enlisted men when application for Class B or B-1 family allowance is canceled or disallowed.

No. 167—States that nearly 2,300,000 Navy, Marine Corps and Coast Guard personnel have war bond allotments, and that anyone desiring information on or action concerning cashing bonds or canceling allotments should be channeled to war bond officer for counsel prior to disbursing officer taking action; when no war bond officer is present; the exec or a designated senior officer should advise against thoughtless cancelation of allotments and encourage instead bond cashing when ready cash is needed.

Nos. 168 and 169—Deal with Navy computed-service-age plan, later superseded by Alnav 196 (see below).

No. 170 — Changes administrative procedure for submission of lists of Purple Heart awards made.

No. 171—States that COs may authorize exceptions to Alnav 154-45 (NDB, 15 July, 45-785) dealing with Railway Express shipments of personal effects, under following circumstances: (1) where person for whom shipment is made will not report to or has departed from activity prior to arrival of personal effects; (2) where shipment does not contain items needed at next duty station; (3) where person is released to inactive duty or discharged, and (4) where possibility Railway Express failure to collect charges due will not result in immobilization of personnel for lack of gear.

Nos. 172-183 — Announce postgraduate courses (see p. 78).

No. 184 — Concerns instruction at Army-Navy Staff College for which applications closed 15 Aug 1945.

No. 185—Announces appointment to next higher rank for temporary service, to rank from 1 Aug 1945, of those lieutenants (junior grade) and ensigns, line and staff corps, on active list of regular Navy whose date of rank is 1 Mar 1944, and those lieutenants (junior grade) and ensigns, line and staff corps, of Naval Reserve and Women's Reserve whose date of commencement of continuous active duty in their respective rank is 1 Mar 1944.

No. 186—Announces appointment to next higher rank for temporary service, to rank from 1 Aug 1945, of regular and reserve Navy Nurse Corps lieutenants (junior grade) whose present rank occurred 1 Aug 1944 or earlier and who reported for continuous active duty as ensigns 1-31 Jan 1943 inclusive and those ensigns who reported for continuous active duty as ensigns 1-31 Mar 1944.

No. 187—Directs disbursing officers to comply with BuSandA Memo. Art. 2150-5(B) (25).

No. 188 — Invites applications, to reach BuPers by 15 Oct 1945, from USN officers, class of 1930 or junior (senior officers to be considered in exceptional cases), for designation as Engineering Duty Only officers, selection to be made from those holding postgraduate degrees in mechanical, electrical, Diesel, metallurgy, petroleum and electronics engineering.

No. 189—Canceled by Alnav 190-45, below.

No. 190—Invites applications, to reach BuPers by 15 Oct 1945, from naval aviators (HTA and airship) of regular Navy for designation as Engineering Duty Only (aeronautical) officers; all ranks eligible but especially desired are lieutenants and lieutenants (junior grade) whose education qualifies them for engineering and material duties connected with radio, radar and armament.

No. 191—States that expeditious processing of personnel scheduled for separation from service is dependent upon full compliance with administrative provisions of BuPers Circ. Ltr. 153-45 (NDB, 31 May, 45-577) and is responsibility of CO.

No. 192—States that small percentage of radio technicians, aviation radio technicians and radarmen are in regular Navy and urges transfer of qualified reservists and inductees into these ratings.

No. 193—Contains summary of Navy material distribution policy (see also Alnav No. 195 below).

PROMOTIONS BY ALNAV

A total of 10,881 officers were made eligible for promotion to next higher rank by Alnavs 185 and 186, briefed on this page, and which covered, except for the Nurse Corps, only those officers whose date of rank is 1 March 1944. No promotions were made to commissioned warrant officers since none were eligible under the one-day Alnav. The breakdown:

Naval Reserve (including Women's Reserve): 9,505 to lieutenant and 946 to lieutenant (junior grade).

Regular Navy: 29 to lieutenant.

Nurse Corps (Naval Reserve): 33 to lieutenant and 354 to lieutenant (junior grade); (Regular Navy): three to lieutenant and 11 to lieutenant (junior grade).

In addition to these promotions 723 men were appointed for temporary service to commissioned and warrant officer ranks: 96 to lieutenant (junior grade), 83 to ensign and 544 to warrant officer. A complete list of names of those promoted is contained in BuPers Circ. Ltr. 235-45 (NDB, 15 Aug, Supp.).

No. 194—Contains SecNav statement on conclusion of war with Japan (see p. 4).

No. 195—Puts into effect Navy material distribution policy announced by Alnav 193-45, above.

No. 196—Announces Navy demobilization policy (see p. 4).

No. 197—States that it is responsibility of CO that all enlisted personnel in his command have complete service records and says that all service records are to be brought up to date immediately.

No. 198—Delegates authority to additional commands who may issue orders in connection with releasing officers from active duty; provides that pursuant to authority contained in Act of 26 Oct 1942 (56 Stat., 987) the following certificate signed by officer concerned as to home of record at time of call to active duty and as to place from which ordered to active duty may be accepted by the disbursing officer in lieu of similar information normally shown on orders as supporting mileage payments incident to release from active duty: "I hereby certify that my home of record at the time I was called to active duty was (insert name of city) and that the place from which I was ordered to active duty was (insert name of city);" also provides that place from which ordered to active duty to be considered as the place to which initial orders to active duty were addressed regardless of where received.

No. 199—Directs COs to appoint immediately civil readjustment information officers as collateral duty, to provide information to all hands on veterans rights and benefits and Navy civil readjustment programs, and recommends that such officers be those now assigned educational services or education duties.

No. 200—Amends Alnav 196-45, above, relative to certain aviation and other personnel in excess of requirements.

No. 201—Cancels all quotas for entry of enlisted candidates for flight training into Navy Academic Refresher Units, V-5, except for men now en route to such training; does not affect Naval Aviation Preparatory Training provided by BuPers Circ. Ltr. 179-45 (NDB, 30 June, 45-727).

No. 202—Announces details on transfer of reserve officers. (See p. 66.)

No. 203—Contains congratulatory message from Commandant to Marines.

No. 204—States that release of custodians of registered publications from Navy not to be approved under any circumstances until publication records audited and cleared by board of two officers.

No. 205—Amends Alnav 196-45, above.

Nos. 206 and 207—Contain additional details on reserve officers transferring to regular Navy (see p. 66).

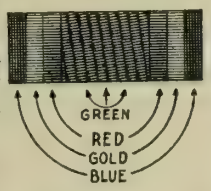
No. 208—Provides for transfer to the regular Marine Corps (see p. 69).

No. 209—Provides for re-enlistment leave for men re-enlisting in regular Navy (see p. 68).

No. 210—Amends 196 (above).

Navy Unit Commendation Awards Are Announced

A compilation of the ships and units which have been awarded the Navy Unit Commendation through 27 July 1945 was recently announced as follows:



USS *Bonefish*, submarine, war patrols (no dates announced).
USS *Columbia*, light cruiser, 1-9 Jan 1945.
Composite Squadron 13, 13 July 1943—16 Jan 1944.
USS *Crevalle*, submarine, war patrols (no dates announced).
USS *Dace*, submarine, war patrol (no date announced).
USS *Darter*, submarine, war patrol (no date announced).
First Provisional Marine Brigade, 21 July—10 Aug 1944.
Fleet Air Photographic Squadron 3, 1 July 1943—15 May 1944.
USS *Grayback*, submarine, war patrols (no dates announced).
USS *Helena*, cruiser, 11-12 Oct 1942, 12-13 Nov 1942, and 5 July 1943.
USS *Heron*, seaplane tender, 8 Dec 1941—3 Mar 1942.
USS *Lapon*, submarine, war patrols (no dates announced).
USS *LCS(L) 21*, landing craft, 4 May 1945.
USS *LST-464*, landing craft, 20 Oct—30 Dec 1944.
Mobile Explosives Investigation Unit No. 1, 1 Mar 1943—31 Dec 1944.
U. S. Naval Mobile Hospital No. Two, 7 Dec 1941.
Motor Torpedo Boat Squadron Seven, 1 Apr 1944—1 Feb 1945.
U. S. Naval Hospital, Pearl Harbor, 7 Dec 1941.
Navy Combat Demolition Units Force "U", 6 June 1944.
Patrol Bombing Squadron 101, 2 June—31 Dec 1944.
USS *Ray*, submarine, war patrols (no dates announced).
USS *Seawolf*, submarine, war patrols (no dates announced).
USS *Solace*, hospital ship, 7 Dec 1941.
USS *Tabberer*, destroyer escort, 18 Dec 1944.
Task Unit, comprising MTB squadrons 13 and 16, plus motor torpedo boats 227 and 230, and commander and staff of task unit, 15-19 Dec 1944.
Task Unit, comprising Combat Salvage and Fire Fighting Units of Force "O". (USS *Pinto*, USS *Arikara*, USS *ATR-2*), 7-12 June 1944.
USS *Tautog*, submarine, war patrols (no dates announced).

Second Set of Awards Made for Suggestions

Letters of commendation have been awarded two officers and five enlisted men by the Chief of Naval Personnel for suggestions to BuPers on simplifying and improving the handling of personnel matters. These are the second awards made under the new program requesting suggestions and initiated by BuPers Circ. Ltr. 366-44 (NDB, July-Dec, 44-1397; ALL HANDS, April 1945, p. 51).

Lt. John W. Rozier, USNR, stationed at ATB, Fort Pierce, Fla., and Elmer J. Michaels, Y2c, USNR, on duty at the Navy repair base at San Diego, Calif., received commendations for submitting the same suggestion: Notification to next-of-kin of the *return* as well as the reparture of stragglers.

Robert E. Kiefer, CY, USNR, of the 59th Naval Construction Battalion, was awarded the commendation for his efficiency in preparing and presenting a standard form for use in the transfer and receipt of enlisted personnel.

A suggestion to eliminate, on the Report of Changes (NavPers 605-B), the month and year of an occurrence of a change won a commendation for Henry C. Miller, Y1c, USNR, Naval Air Station, Fort Lauderdale, Fla. His suggestion was officially published in BuPers Circ. Ltr. 95-45 (NDB, 15 April, 45-370).

Paul C. Dahlberg, CY, USNR, aboard the USS *Thompson* (DD 627), was commended for suggesting that the date of submission of muster rolls and report of changes be changed from the last day of the month to the first day of the month, thereby making them tie in with the report of enlisted personnel, NavPers 625.

Lt. (jg) Charles O. Cotant, USN, Naval Air Training Base, Pensacola, Fla., was awarded the commendation for a letter suggesting that officer fitness reports include data now omitted, covering periods when an officer is in transit, on leave or hospitalized.

William H. Lee, Jr. CY, USNR, aboard the USS *General R. E. Callan* (AP 139), was commended for pointing out a conflict between Art. D-1002 (3) of the BuPers Manual and Alnav 110-44.

The letters of commendation do not entitle the men to wear the green and white commendation ribbon but they do become a part of the enlisted men's service records or the officers' jackets.

Tax Exemptions Listed

A summary of the real and personal property tax exemptions afforded by various states to military and naval personnel and ex-servicemen has been issued by the Judge Advocate General and may be found in NDB, 31 July, 45-892.

CPOs, Cooks, Stewards To Wear Officer-Style Service Blue Uniforms

CPOs, chief cooks, chief stewards, cooks and stewards henceworth will wear the officer-style blue service uniform, overcoat and raincoat under a change in Uniform Regs recently approved by SecNav and announced to the service by BuPers Circ. 244-45 (NDB, 31 August). The same buttons as worn by officers will be part of the uniform.

Personnel concerned are authorized to wear the present style uniform until it is no longer serviceable.

Answer to Quiz on Page 65

1. (a) or (c). They mean the same.
2. (a) and (c). Civilian clothes may be worn "when engaged in exercise" and "in the home with less than three guests present."
3. (d), (c), (a) and (b).
4. (d).
5. (a) (4), (b) (1), (c) (3), (d) (2).
6. (c).
7. (b).
8. (c).
9. (b).
10. (a), (e), (f) and (g).

Officers and Men Will Be Issued Certificates Of Satisfactory Service

Eligible officers and enlisted personnel who are discharged, released to inactive duty or whose resignations are accepted, will be given a Certificate of Satisfactory Service (NavPers 554), according to BuPers Circ. Ltr. 243-45 (NDB, 15 Aug, 45-992).

Enlisted personnel must receive Honorable Discharges or Discharges Under Honorable Conditions to be eligible. Officers' orders must specifically state that they are entitled to a Certificate of Satisfactory Service.

The certificates will not be issued to personnel whose only active duty was for physical examination and who are returned to inactive duty because they are not physically qualified.

All activities releasing personnel eventually will distribute the wallet-size certificates. Until that time, they will be distribued by BuPers upon application. Personnel who have been separated from the service since 1 May 1940 should apply to BuPers.

Airmail May Be Sent COD If Stamps Not Available

To facilitate speedy forwarding of airmail letters of personnel in the naval service, CNO has announced that when service personnel do not have access to stamps for airmail letters, such letters may be airmailed without stamps as follows:

Where neither airmail stamps nor ordinary stamps are available, airmail letters may be sent by personnel of the Navy, Marine Corps or Coast Guard, located where U. S. mail service is in operation and addressed to places in the United States or any of its possessions. When endorsed "Sailor's Letter" or "Marine's Letter" and signed thereunder with facsimilie hand stamp or in writing by any commissioned officer attached to the vessel or officer commanding a hospital or detachment ashore, the letter may be sent without prepayment of postage. The airmail rate of postage will be collected upon delivery.

Changes Made in List of Unit Citation Winners

Revisions in dates announced since publication of the list of Presidential Unit Citation winners in the August 1945 issue of ALL HANDS, p. 55, follows:

USS *Buchanan*, destroyer, 7 Aug 1942—26 Feb 1944.

Fourth Marine Division, 15 June-1 Aug 1944.

Patrol Squadron 22, Jan—3 Mar 1942.

USS *Rasher*, submarine, 1st, 3d, 4th and 5th war patrols.

Task Unit 21.14 (USS *Card*, carrier escort; USS *Barry*, USS *Borie*, USS *Goff*, destroyers; VC Squadrons I and 9), 27 July—25 Oct 1943.

USS *Wahoo*, submarine, 16 Jan—7 Feb 1943.

The published list does not include winners which are still in a confidential status.

Death Benefits: 3 Types of Payments Made to Beneficiaries of Servicemen

To answer any questions men in the service may have about the various types of death benefits payable, BuPers' Dependents Welfare Division has authorized the following description of them for ALL HANDS.

There are three types of death benefits payable under the cognizance of the Navy Department to the dependents of deceased officer and enlisted personnel: the Six Months' Death Gratuity, Arrears of Pay and the Aviation Bonus.

1. The *Six Months' Death Gratuity* is a lump-sum payment paid in the cases of deceased naval officers, midshipmen, and enlisted persons who were on active duty at the time of their deaths and whose deaths did not result from their own misconduct. It is payable first to the widow; or if there is no widow, then to a child or children; or if no widow nor child, then to a dependent relative previously designated by the decedent. If there is no widow, child or designated beneficiary, the gratuity may then be paid to certain dependent relatives, in the following order of precedence: grandchild, parent, brother or sister, grandparent.

The gratuity is based upon the decedent's rate of pay at the time of death. It includes base pay plus any additional pay such as longevity, sea and foreign shore-duty pay, and aviation or submarine pay, but it does not include any allowances.

Forms upon which to claim this gratuity are forwarded by BuPers to the next of kin or the designated beneficiary immediately after notification of death.

BuPers determines whether or not the claimant is a dependent relative within the meaning of the law. The dependency of designated parents or designated brothers and sisters will be presumed barring evidence to the contrary.

Since the law bars payment of this gratuity if death is the result of the man's own misconduct, final action on some cases must be delayed until conduct status can be determined. In all cases of accidental death occurring within continental limits (other than aviation accidents) it is necessary to have a report from JAG on the conduct status before final action can be taken.

Members of the Women's Reserve were made eligible for the death gratuity by Public Law 183, approved 8 Nov 1943. The benefits thus accorded by this law were made retroactive to 30 June 1942. Under a recent ruling of the Comptroller General it is not mandatory that the gratuity be paid to the surviving husband of a Wave as it is in the case of the surviving widow of a deceased serviceman. Consequently, a married Wave who desires that someone other than her husband receive the gratuity in the event of her death should designate such other person on her beneficiary slip specifically indicating her intent that the gratuity be paid to that person.

NOTE: The death benefits described here are in addition to any payments which may be due from government insurance.

Although authorization for payment of the Six Months' Death Gratuity is made by BuPers, the payment itself is effected by the Field Branch, Bureau of Supplies and Accounts, Cleveland, Ohio.

2. The *Arrears of Pay* claim forms are forwarded to the next of kin by BuPers but neither authorization for payment nor payment itself is made by the Bureau. Claims, when returned, are forwarded by the Bureau to BuSandA, where the decedent's pay account is reconstructed and a statement of it, together witth the claim, forwarded to General Accounting Office, which agency gives authorization to BuSandA for payment. Arrears of pay will be paid to a legal representative of a decedent's estate if one has been or will be appointed. If not, up to $1,000 will be paid to the next of kin. No amount in excess of $1,000 will be paid to anyone other than a legal representative of the estate.

3. The *Aviation Bonus* is a lump-sum bonus paid in cases of naval reserve aviation officers who were formerly classified as A-V(N) officers. In cases where this becomes payable as a death benefit rather than during the life of the officer, he must have been on active duty in an aviation status at the time of death, and death must not have resulted from his own misconduct. The rate of pay is $500 for each complete year of service as a commissioned aviation officer plus a proportionate amount for each fraction of a year.

By executive order, as provided in the original law, payment of this bonus was suspended in the cases of deceased aviation officers who were not aviation cadets prior to 3 Sept 1942.

The bonus is payable first to a beneficiary specially designated by the deceased officer to receive this bonus. This should not be confused with the regular beneficiary slip for the Six Months' Death Gratuity but is a beneficiary slip designed only for the designation of the Aviation Bonus beneficiary.

Although originally payable only to the officer himself or in case of death to a designated beneficiary, the bonus may now, in undesignated cases, be paid to: (a) a surviving widow, (b) if no widow, to a surviving child or children, or (c) if no widow or child, then to the legal representative of his estate.

Payment is effected by BuSandA after certification by BuPers as to the pertinent facts.

Men Not Eligible Both For Mustering-Out Pay And Discharge Gratuity

Although previously personnel who were discharged for the good of the service were eligible to receive a cash gratuity up to $25 if they would otherwise be without funds to meet their immediate needs, those who receive a discharge which entitles them to mustering-out pay will no longer receive the $25 gratuity. This change was announced in All Station Communication dated 19 July which modifies the following: BuPers Manual, Art. D-9103(2); BuSandA Manual, Art. 2143-3(e)(4), and BuSandA Memo, Art. 2140-14(a)(3).

Circular Letter Issued On Navy Mailmen

Detailed information on the allowance and classification, qualifications, nomination, designation, oaths of office and compensation, appointment and duties of Navy Mail Clerks, Assistant Navy Mail Clerks and Mail Orderlies has been issued in BuPers Circ. Ltr. 218-45 (NDB, 31 July, 45-907) as a change in BuPers Manual, Arts. D-5305—D-5311.

FROM HARD EXPERIENCE

Fighting Fires

These are facts from a Board of Investigation:

Welding operations on a ship in a Navy Yard started a small fire in an uncovered GI trash can, partially filled with waste material. A fire watch, uninstructed and not provided with adequate fire-fighting equipment, attempted to put out the fire with an extinguisher, which failed to function, and left the scene in search of a bucket of water. Although an enlisted man standing gangway watch witnessed all of this, the OOD was not notified nor was the fire alarm sounded.

Other personnel on the scene picked up the can and threw the burning trash overboard. A coating of oil on the surface of the water was ignited, three ships seriously damaged, and piers, wharves and buildings were burned. Property damage totaled more than half a million dollars and about 170 persons were injured.

Don't let this happen to you. Is your fire-fighting equipment adequate, readily accessible, and functioning? Are fire watches equipped and instructed on the theory that an outbreak of fire is an imminent certainty, not a remote possibility? Do you assume, in the vicinity of harbors and docks, that inflammable substances are on the surface of the water? Are you sure, through frequent and thorough inspection, that personnel and materiel are in readiness? Is notification of the OOD second nature with members of your watch?

Personal Property Within Hawaii Subject to New Law

Naval personnel having personal property, including bank deposits, within the Territory of Hawaii are advised that their estates may be affected by recent legislation passed by the Hawaiian legislature (Act 258 S. L. 1945, dated 24 May 1945).

If such personnel are not either resident or domiciled in the Islands, but die leaving personal property not in excess of $1,500 within the Territory of Hawaii, the property is subject to the new law. This provides that the clerk of the circuit court of the circuit in which the property is located at the time of the owner's death may be appointed administrator or ancillary administrator of the property in the event one has not already been named within the Territory.

An administrator appointed within the U. S. could not function for service personnel on personal property within the Islands, and any such property (jewelry, furniture, automobiles, clothing, stocks and bonds, as well as bank deposits) could be disposed of to settle claims within the Territory of Hawaii against the deceased. Real estate is not covered by the act.

Waves Declared Eligible For Good Conduct Award

Enlisted Waves are eligible to receive the Navy Good Conduct award, according to BuPers letter dated 1 Aug 1945 to all continental naval activities and the commandant, 14ND (Pers-6510-ap P15-T).

The wearing of a Good Conduct ribbon may be authorized by the CO upon completion of three years' service in the Naval Reserve provided the conduct and proficiency requirements of BuPers Manual are met.

Although Good Conduct Medals are not available now, they will be issued by BuPers, upon application, approximately six months following the war.

VOTING INFORMATION

The following elections at which servicemen will be permitted to vote by State absentee ballot will be held during the period from 1 Sept. to 31 Dec. 1945. Unless otherwise indicated, eligible servicemen, members of the merchant marine and certain attached civilians may apply for an absentee ballot by mailing at any time the postcard application (USWBC Form No. 1) which may be secured from the Voting Officer. Executed ballots must be received by election officials by election day in order to be counted, unless otherwise indicated.

CONNECTICUT

General municipal elections will be held in most cities and towns throughout Connecticut on 1 Oct. 1945. At these elections, city and town officials will be elected. General municipal elections will also be held in the following cities and towns on the dates indicated: 10 Sept.—New London; 2 Oct.—Colchester; 6 Nov.—Bridgeport, Hartford, New Haven, Waterbury; 4 Dec.—Meriden. Executed ballots in the case of elections held on 1 October must be in the hands of local officials by 1200 on 1 October. In all other elections executed ballots must be in the hands of local officials by 1800 of the day preceding the election.

ILLINOIS

A special congressional election will be held on 6 Nov. 1945 in the 24th Congressional District, comprised of the following counties: Clay, Edwards, Hardin, Gallatin, Hamilton, Johnson, Massac, Pope, Saline, Wayne and White. At this election a Representative in Congress will be elected to fill the present vacancy.

A general election will be held on 6 Nov. 1945 in the following counties: Alexander, Calhoun, Edwards, Hardin, Johnson, Massac, Menard, Monroe, Morgan, Perry, Pope, Pulaski, Randolph, Scott, Union, Wabash and Williamson. One county commissioner will be elected from each county.

MASSACHUSETTS

Municipal elections will be held on various dates in November and December in cities and municipalities in Massachusetts. Towns and cities holding elections and the dates of such elections are as follows: 6 Nov.—Boston, Cambridge, Chicopee, Everett, Fall River, Fitchburg, Gardner, Leominster, Lowell, Lynn, Marlborough, Medford, Newton, Pittsfield, Quincy, Somerville, Springfield, Waltham, Westfield, Worcester; 13 Nov.—Chelsea, Malden, Melrose, New Bedford, Peabody, Woburn; 4 Dec.—Brockton, Gloucester, Haverhill, Holyoke, Newburyport, Northampton, Salem, Taunton; 11 Dec.—Lawrence, North Adams and Revere.

MICHIGAN

A municipal general election will be held in the City of Detroit on 6 Nov. 1945. At this election a Mayor, City Clerk, City Treasurer, Councilmen and Constables will be elected.

NEW JERSEY

A general state election will be held in New Jersey on 6 Nov. 1945. In all counties, members of the General Assembly and various county and local officials will be elected. In addition, State Senators will be elected in Burlington, Cape May, Hunterdon, Middlesex, Passaic and Sussex counties.

NEW YORK

A general election will be held in New York on 6 Nov. 1945, for Mayors and other officials of cities (including New York City), towns and counties. In addition, certain Justices of the Supreme Court will be elected. The military absentee voting law does not extend to members of the merchant marine or to attached civilians. Executed ballots must be received by election officials before 1200 on 5 Nov. 1945 in order to be counted.

OHIO

A general election for city, village and township officials and members of Boards of Education will be held throughout Ohio on 6 Nov. 1945. Executed ballots must be received by election officials by 1200 on 6 Nov. 1945, in order to be counted.

PENNSYLVANIA

A general election will be held in Pennsylvania on 6 Nov. 1945 for municipal, town and county officials. In addition, two Justices of the State Superior Court will be elected. Executed ballots must be received by the County Board of Elections not later than 1000 on 16 Nov. 1945.

VIRGINIA

A general state election will be held in Virginia on 6 Nov. 1945. At this election the Governor, Lieutenant Governor, Attorney General, Members of the House of Delegates and certain local officers will be elected. The military absentee voting law does not extend to members of the merchant marine or to attached civilians. Executed ballots must be received by 3 Nov. 1945, to be counted.

5,700 Waves Now Eligible Under Demobilization Plan

Approximately 500 officers and 5,200 enlisted women of the Women's Reserve are immediately eligible for release from the naval service under the present demobilization plan.

Five Separation Units (WR) are being established at regular separation centers or naval barracks in New York City, Washington, D. C., Great Lakes, Memphis, and San Francisco. And as in the case with men, Waves will be separated from the service at the unit in their home territory.

The 4,000 Waves on duty in Hawaii, the only overseas area in which members of the Women's Reserve are assigned, will be returned to the U. S. as they become eligible for discharge under the release formula, and as transportation can be provided. All orders for Waves to go overseas have been canceled.

Present plans call for the processing of Women's Reserve personnel through the units within three days after their arrival at the unit. Their procedure will follow much the same pattern as for men at the centers except that the units will be staffed largely by Wave personnel.

Previous policies for discharge or separation from the service of Waves remain in effect. These apply to discharge of Waves married to veterans, and to cases of dependency and pregnancy.

All procurement of Waves has been stopped. Waves recently enlisted, but not yet on active duty, will be discharged through their local Office of Naval Officer Procurement, with the exception of occupational and physical therapists enlisted in class V-9. These medical specialists will compose the last class of officer candidates to be trained at the midshipmen's school in Washington. Enlisted Waves now in training schools will complete their training and be assigned to duty.

Currently exempted from release under the demobilization plan are enlisted Waves in these ratings: Specialists (C), classification; Specialists (X) serving as key punch operators; Specialists (I) punch-card accounting-machine operators; Storekeepers (D), disbursing; Mailmen, and members of the Hospital Corps. Women officers excluded are doctors and medical specialists classified as (H).

"And I was workin' on a gismo on a Hellcat when a Bee Bee stacker and a Tim Bender sat on the deck just outboard of the empennage . . ."

Officers Planning Navy Career Offered Postgraduate Training in 14 Courses

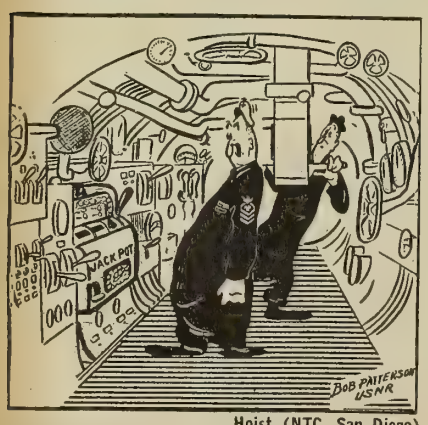
Officers interested in a postwar career in the Navy are given an opportunity to apply for postgraduate training in 14 courses to convene in 1946, announces BuPers Circ. Ltr. 216-45 (NDB, 31 July, 45-906). Except for the training in law, the courses were also announced to the service by individual Alnavs, Nos. 172-183.

These courses help to implement the assurance given last month by the Secretary of the Navy, in his "Open Letter to Reserve Officers" (ALL HANDS, Aug 1945, p. 67), that officers transferring to the regular service would get "a professional naval education which will be the best in the world." For details on current general line course at the Naval Academy see p. 26.

It is the intention of the Navy Department not to accept resignations of reserve officers who complete this training for a period of 10 years after termination of the present war. However, active duty status is the same as for all other reserve officers in that they may be retained on active duty as long as their services are required by the Navy. Regular Navy officers applying for these courses are required to sign an agreement not to resign during the course and to remain in the service for three years following completion of the classes.

Special emphasis is placed on obtaining applications from younger officers who will not have reached their 27th birthday by the time the class convenes. For most courses a year of sea duty is required of reservists, who must also be able to meet the physical requirements of a general line officer of the regular Navy. Exceptionally well-qualified officers, however, who do not meet all of these requirements and those stated in the list below, may submit requests and their COs may recommend them for consideration. Wherever naval academy classes are specified in the list below, non-academy graduates in the regular Navy of corresponding dates of precedence are also eligible.

Mathematics requirement: The training in all courses except communications (applied), law, industrial accounting and general line, is of a technical nature, and reservists and temporary officers to be eligible for the courses should have had math through differential and integral calculus equivalent to that required for a bachelor of science degree in mechanical, civil or electrical engineering, or applied physics, preferably with not more than five years elapsing since completion of academic training.



Hoist (NTC, San Diego)
"Holy smoke, Joe—wait'll the skipper sees this!"

Complete details on procedure for applying may be found in the original directive, from which the information below has been compiled. Length of each course is indicated after the title. Figures in parentheses indicate number of students accepted in each course and whether USN, USNR or both.

AEROLOGICAL ENGINEERING, 1½-2 yrs. (80, USN or USNR). *Eligible:* Regulars: classes of 1940-44 inclusive. Reserves and temporaries: math qualifications as above. Group of 40 officers convenes in January 1946 for 1½-year course. Applications should reach BuPers prior 1 Oct 1945. Group of 40 officers convenes July 1946 for two-year course. Applications should reach BuPers before 1 Mar 1946. Outstanding students from either group may be given an additional year at a civilian institute.

AERONAUTICAL ENGINEERING; POWER PLANTS & STRUCTURES, 3 yrs. (81, USN or USNR). *Eligible:* Regulars: naval aviators, classes of 1940-44 inclusive, or of equivalent education and service, with at least one year sea duty. Reserves: officers of A1 or A2 designations with math qualifications as above, and at least one year sea duty. Group convenes in July 1946. Applications should reach BuPers prior to 1 March 1946. Instruction will be given at Mass. Institute of Technoogy or Calif. Institute of Technology or Post Graduate School, U. S. Naval Academy.

AERONAUTICAL ENGINEERING; ARMAMENT, 3 yrs. (6, USN). *Eligible:* Regulars: naval aviators, classes of 1940-44, inclusive with at least one year sea duty.

CIVIL ENGINEERING, 2½ yrs. (15, USN). *Eligible:* Regulars: classes of 1943-45 inclusive. Group convenes 2 Jan. 1946. Applications should reach BuPers prior to 10 Oct 1945. Applications should be accompanied by signed agreements that the officer will not resign during the course, and will serve three years in the naval service after completion of the course. Instruction at Rensselaer Polytechnical Institute.

COMMUNICATIONS (APPLIED), 1 yr. (200, USN or USNR). *Eligible:* Regulars: classes of 1941-44 inclusive. Reserves and temporaries: successfully completed courses in math through quadratics as a minimum; be not over 27 as of the convening date of the course; meet physical requirements of general line officer of Regular Navy; have had at least one year sea duty as of 1 Aug 1945 for January 1946 class and as of 1 Feb 1946 for July 1946 class; and have sufficient communications duty to evidence suitability for further training. Group of 100 officers convenes in January 1946. Applications should reach BuPers prior to 1 October 1945. Group of 100 officers convenes July 1946. Applications should reach BuPers before 1 Mar 1946. Courses will be held at Naval Training Center, Harvard.

ELECTRONICS ENGINEERING, 3 yrs. (21 USN, 20 USNR). *Eligible:* Regulars: classes of 1941-43 inclusive, with at least one year sea duty. Reserves and temporaries: math qualifications as above and at least one year sea duty. Group convenes in July 1946. Applications should reach BuPers prior to 1 Mar 1946. Officers to be selected to include 15 aviators.

GENERAL LINE, 1 yr. (125, USN or USNR). *Eligible:* reserves physically qualified for permanent commission in Regular Navy, age and sea duty as of 1 July 1946 as follows: Maximum age, Lt. Comdr., 34; Lt., 30; Lt. (jg), 28. Minimum sea duty: Lt. Comdr., 4 years; Lt. 2½ years; Lt. (jg), 2 years. Group expected to convene in July 1946. Applications should reach BuPers prior to 1 Mar 1946. COs should carefully indicate by endorsement their judgment on applicants' suitability as to ability and personal qualifications for permanent commssion in Regular Navy.

INDUSTRIAL ACCOUNTING, 1 yr. (10, USN) *Eligible:* Regulars: commanders and lieutenant commanders of Supply Corps. Group convenes in September 1946. Applications should reach BuPers before 1 May 1946.

LAW, 3 yrs. (15 USN, 3 USMC). *Eligible:* Regulars: classes of 1939 or 1940, with not less than five years sea duty; Marine Corps officers not above rank of major, with not less than three years service. Location of school not determined.

NAVAL ENGINEERING, 2½-3 yrs. (6 USN, 9 USNR). *Eligible:* Regulars: classes of 1942-44 inclusive, with not less than one year sea duty. Reserves and temporaries: Math qualifications as above with at least one year sea duty. Course convenes in July 1946 for three years. Applications should reach BuPers before 1 Mar 1946. During the first year a small number from each group will be selected for a course in petroleum, metallurgical or chemical engineering. (A class of 18 USNR and 12 USN officers is to convene in Jan. 1945. Applications for this course closed 1 Sept 1945).

NAVAL CONSTRUCTION ENGINEERING, 2½-3 yrs. (32, USN). *Eligible:* Regulars: classes of 1944-45. Course at Massachusetts Institute of Technology. Applications should be accompanied by a signed agreement that the officer will not resign during course, and will serve three years in naval service after completion of course. Officers selected will be assigned engineering duties afloat for a year, and will commence postgraduate training in May 1947. Applications should reach BuPers prior to 1 Mar 1946.

ORDNANCE ENGINEERING, 3 yrs. (48, USN). *Eligible:* Regulars: classes of 1940-44 inclusive, with at least one year sea duty. The officers selected will be divided during the first year at school into groups as follows: Ordnance, Engineering, Physics-Electronics, Sub-Surface Physics-Electronics, Metallurgy, General, Fire Control, Chemical, and Mechanical Engineering Propulsion. Group convenes in July 1946. Applications should reach BuPers prior to 1 Mar 1946.

ORDNANCE ENGINEERING (AVIATION), 3 yrs. (12, USN or USNR). *Eligible:* Regulars: aviators of classes 1940-43, inclusive, or of equivalent education and service. Reserves: officers with A1 designation who wish to transfer to the Regular Navy, and who have math qualifications above. Group of 12 officers convenes in July 1946. Applications should reach Bu Pers prior to 1 Mar 1946.

TEXTILE ENGINEERING, 2 yrs. (2, USN). *Eligible:* Regulars: lieutenants or below of the Supply Corps. Expected to report in September 1946. Applications should reach BuPers before 1 May 1946. Course to be held at Lowell Textile Institute.

New Medal Authorized For War Service

Designs for a medal to commemorate service in World War II, which was authorized by Public Law 135 of the 79th Congress, are now being considered. It is planned that the medal will go into production in the near future.

It is anticipated that all personnel who served on active duty in the armed services of the United States at any time during the period from 7 Dec 1941 to the date declared as the official termination of hostilities will be eligible.

Five $1,500 Fellowships Offered by Film Company

Five fellowships of $1,500 each, granted on the basis of a story or play outline, will be awarded to members and veterans of the U. S. armed forces by 20th Century-Fox Film Corp. during the next year.

Intended to help service writers to complete their works, the $1,500 awards are given in 12 monthly installments of $100 each, plus two cash payments of $150.

To be eligible, a service man or woman, or a veteran, must submit an outline of his novel or play, together with at least two sample chapters or scenes.

The award gives the film company an option on movie rights to the completed work, with a possible eventual profit to the author of from $20,000 to $70,000, depending on the number of copies his published book sells.

During the past year 20th Century-Fox awarded five fellowships to uniformed authors, three of them to Navy men: Comdr. W. J. Lederer, Jr., USN, for his novel, "A Thing Of Life"; Lt. Martin L. Dibner, USNR, for his novel, "Journey For Jason," and Lt. E. Shippen Geer, USNR, for his novel, "Overture to War." At the time of the awards, Comdr. Lederer was navigator of the USS *Honolulu*, Lt. Dibner was on an aircraft carrier in the Pacific, and Lt. Geer was on active duty with the Pacific Fleet.

The film company has received 6,422 fellowship inquiries from servicemen. Inquiries or manuscripts should be addressed to The Fellowship Awards, 20th Century-Fox Film Corp., 30 Rockefeller Plaza, New York 20, N. Y.

EMIC Benefits Broadened Under New Interpretation

All that is required for eligibility for benefits of the Government's EMIC (emergency maternity and infant care) program is proof that the wife was pregnant while the husband was in one of the four lowest pay grades, under a recent interpretation by the Children's Bureau, U. S. Department of Labor.

Prior to the ruling, wives who failed to apply for EMIC while their husbands were in eligible pay grades, were not entitled to it after their husbands' status was changed by promotion or discharge.

The ruling was retroactive to 1 Jan 1945.

Also made clear now is the fact that widows and their infants are eligible for EMIC, provided, of course, that proof is furnished that pregnancy existed while the husband was in one of the lowest four pay grades.

Under the EMIC program complete maternity care, including medical and hospital service, is provided for wives of all servicemen in the eligible pay grades, and medical and hospital care is available for their infants through the child's first year. Application forms can be obtained from state or local health departments or from the physician accepting the case.

Navy, Western Union Act To Check New Wire Racket

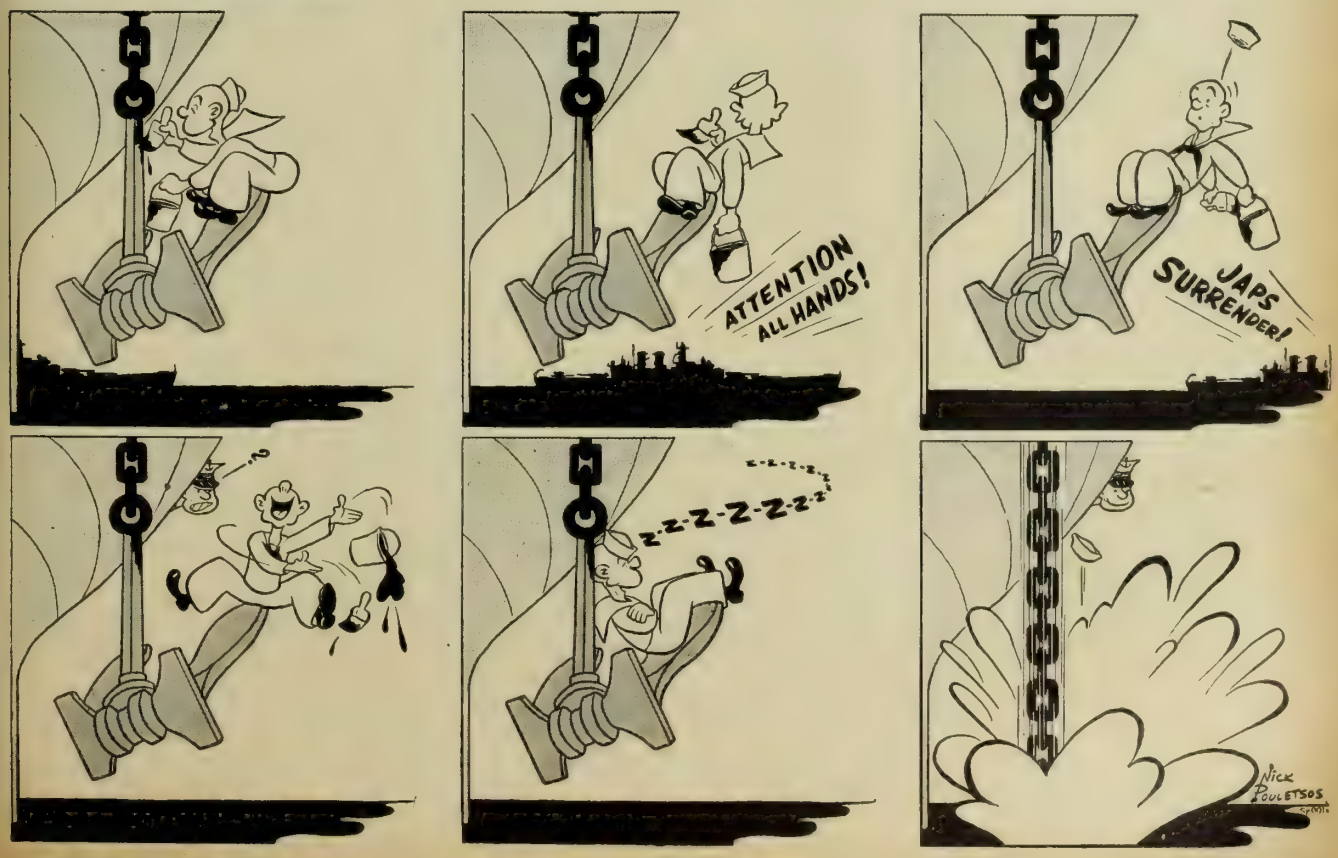
Because an increasing number of persons have been victimized by fraudulent requests for money by telegrams from persons posing as servicemen, naval personnel are urged to inform their parents, wives, relatives and close friends of this and to suggest that they use test questions in reply to any requests for money received from them.

For instance, a man wires his parents asking that they send him $25 immediately in care of Western Union, San Francisco. To be certain that the telegram is from their son, the parents should include in their answering message some question with which the son (but no stranger) is familiar. The Western Union employes at San Francisco would then ask this test question of the recipient before turning over the money to him.

The accelerated movement of military personnel, particularly through West Coast cities, is expected to bring an increase in fraudulent impersonations of servicemen. Since the degree of identification required rests with the sender, Western Union has been unable to eliminate this condition. The added precaution of test questions should reduce the possibility of fraud.

ALL THUMBS

ANCHOR'S A WAY!



FANTAIL FORUM

QUESTION: If you had the choice of advance base duty or sea duty, which would you take?

MELVIN E. CRISP, BM2c, Greer, S. C.: "I'll take the sea any old time. Out there you've got no gnats, no flies, no roaches, no mosquitoes, no malaria, no mud, no sand in your eye . . . or your shoes. All the time, on a ship, you've got clean air, clean bunk, clean living quarters. Time goes much faster at sea, too. An advance base is monotonous. On a ship you're always on the go . . . and, don't forget, it might be headed home. You can't say that about an island!"

ROLAND B. PURCELL, BM1c, Baltimore, Md.: "Well, whaddaya know? This is really somethin' new . . . somebody askin' me what I'd like to do in the Navy. That never happened before. Oh, well, since you've asked me I might as well tell you I'd take duty at an advance base any time over sea duty. For one thing, you can have beer practically any night at a base . . . and all you ever see at sea is foam on the waves."

RICHARD P. NEWTON, TM2c, Baltimore, Md.: "Guess I'd take sea duty. On a ship you get around plenty and see more and participate in more things. Out at sea you're always on the move. And, you know, there's a certain amount of fun not knowing exactly where you're going from day to day, even though it might be dangerous. And, anyway, Mac, I ask you: What the hell good is a torpedoman on an island?"

WALTER T. JOHNSON, CMoMM, Kensington, Md.: "You can put me down right now for sea duty . . . on any kind of a ship. I don't want any part of those advance bases. Why? Well, Mac, I've just finished about three years of duty at advance bases . . . and I died every minute of every day of boredom. Thirty-two months, and I didn't like one minute of it. Guadalcanal, Gilbert Islands, Marshall Islands, New Zealand—even Hawaii—can't compare with the worst ships in the Navy."

FLOYD W. BOOKHULTZ, SF1c, Washington, D. C.: "Personally, I'll take sea duty. Yeah, I know you squawk about the close confinement, the sameness of the food, the regulations and what-all. I've done my share of the squawking, too, I guess. But when you come right down to it, life aboard ship is far better than life at any base or camp. At least you don't get as bored at sea. On a ship you feel like you're really doing something."

PETER E. KUTGER, BM2c, Harrison, N. J.: "There's no doubt in my mind. I'd take sea duty without thinking the second time. I've spent six years at sea and those six years didn't seem as long as six weeks at some shore station. Yeah, even in the States. At sea, you know you're in the Navy; at a shore station, you don't know whether you're in the infantry or on the WPA. On a ship, you do things when they got to be done; on shore, they keep putting them off."

HARRY W. KUZMESKY, GM1c, Portland, Ore.: "That ain't hard to answer. Sea duty is for me. Yeah, sure I like land . . . American land. But I don't like that land out there in the Pacific. 'Course, I know they've built them up pretty good and there's lots of entertainment arranged, but there's nothing they can do about the rain or the mud or the heat. Sea duty's much better. You get around and you get ashore pretty often . . . and you figure to get home sooner, too."

ROBERT W. ROETH, BM2c, Baltimore, Md.: "Can I qualify my answer? You see, I'll take shore duty—if I can pick the shore. I don't want any of those Pacific islands, or Alaska, or Iceland, or anything down around the Equator. I want England. Why? Well, I've got a little gal waiting for me over there. If I can't get shore duty in England, then I'll take the sea. It's a good, clean, healthy life and you usually have just enough to do to make the time go real fast."

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it often is limited in its reporting and publication of photographs. It therefore cannot always fully record achievements of units or individuals, and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin; followed by the initials "cum. ed," they refer to the cumulative edition of 31 Dec. 1943, which superseded all semi-monthly issues through that date; by "Jan.-July" or "July-Dec.," to the collated volumes for those six-month periods of 1944, containing all 1944 letters still in effect at the end of each of the two periods.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB., cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly.

Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of four copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

At ship's stores and ship's service stores where unit packaging plan for magazines is in effect, ALL HANDS is on sale to naval personnel at 15c per copy as indicated on the cover of those issues.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

PICTURE OF THE MONTH

KAMIKAZE BLAZE

A KAMIKAZE pilot's join-honorable-ancestor pyre of flaming gasoline and molten metal, an instant after he hit the deck of the USS Intrepid, is this month's Picture of the Month, selected by Capt. Edward Steichen, USNR, Director of the Navy Photographic Institute. The cameraman who photographed this action last November forgot, apparently in excitement, to identify himself.

THINKING ABOUT A CAREER?

SECURITY

for you and your family is offered by a life in the Navy. Jobs can vanish, businesses fail, stocks go down. The Navy is one future you're SURE of.

GOOD PAY

A financial weekly figured a civilian has to earn $3,600 a year to be as well off as an apprentice seaman; $6,000 to equal a CPO. The Navy's "extras" add up.

ACTIVE LIFE

As any old-timer can tell you, the peacetime Navy is a different life—and a great one. Travel education, long vacations, companionship—they're all yours.

RETIREMENT

A CPO who entered the Navy at age 20 can retire at 50—on $155.25 a month for life. Few civilians have a future like that.

PUBLIC SERVICE

The U. S. Navy will be guarding the peace of of the world—and our own freedom. The man who serves in the Navy will know he is serving his country well.

ANNOUNCING . . . Details of plan for transfer of enlisted men to USN will be found in the Bulletin Board section of this issue of ALL HANDS.

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

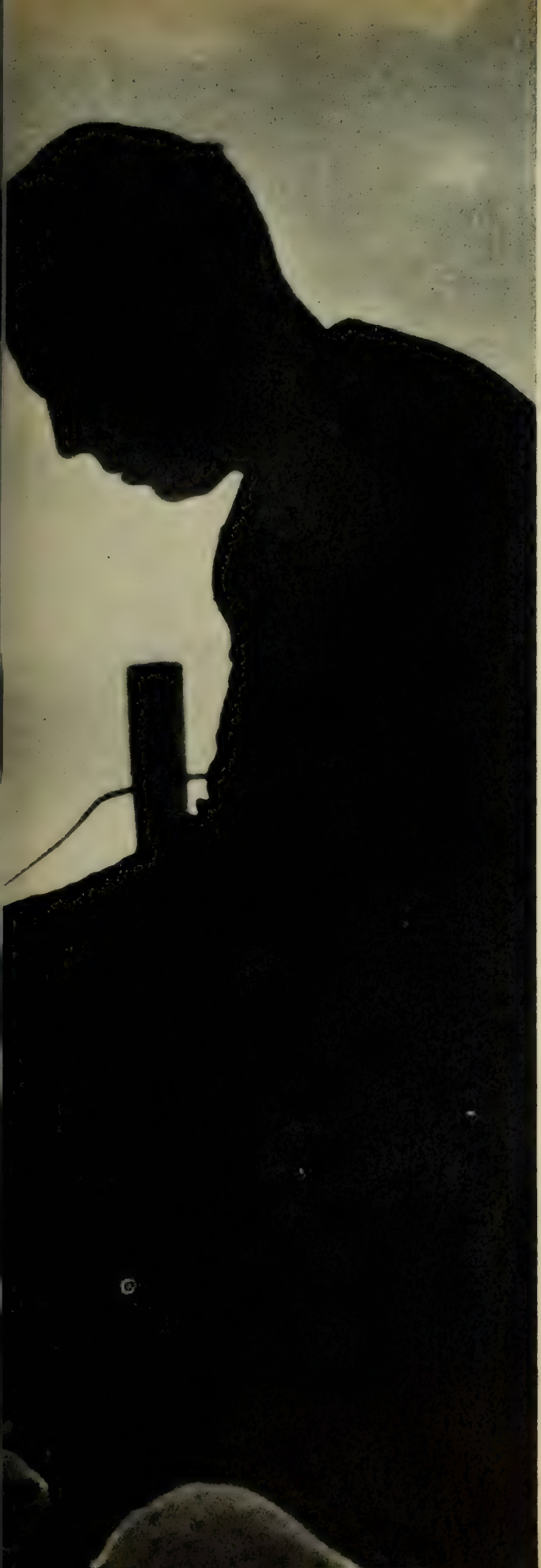
OCTOBER 1945

This magazine is intended for 10 readers. All should see it as soon as possible.

PASS THIS COPY ALONG

FLAGS OF THE FREE

"IT IS FOR US, THE LIVING . . ."



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

OCTOBER 1945 NAVPERS-O NUMBER 343

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● FRONT COVER: The flags of the United States, Great Britain and the Netherlands are waved by wildly cheering Allied prisoners of war from atop the stockade of Aomori internment camp near Yokohama, as U. S. Navy rescuers approach with food, clothing, medical supplies—and freedom! This is the Navy's Picture of the Month as selected by the Navy Photographic Institute.

● AT LEFT: "It is for us the living, rather, to be dedicated here to the unfinished work which they who fought here have thus far so nobly advanced. It is rather for us to be here dedicated to the great task remaining before us—that from these honored dead we take increased devotion to that cause for which they gave the last full measure of devotion . . ."

● INSIDE BACK COVER: From overhead the USS Saratoga looked like this as she steamed through San Francisco's Golden Gate last month with her flight deck jammed with cheering Navy veterans from the Pacific—part of 3,800 homeward bound.

● OUTSIDE BACK COVER: Union Jack flies at the bow of the USS Missouri at anchor in Tokyo Bay. In the background Fujiyama towers over other Fleet units.

CREDITS: Front cover and outside back cover, Official U. S Navy photographs; at left, Official U. S. Coast Guard photograph; inside back cover photograph from Press Association, Inc.

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IT IS FOR 10 READERS

NAVY'S PLANS TAKE SHAPE

First Month After V-J Sees Demobilization Speeded, Plans Proposed for Peacetime Navy

WITHIN A MONTH of Japan's defeat the Navy's plans for the future were taking shape along two broad lines—first, the vast business of demobilizing some 3,000,000 men and women and returning them as swiftly as possible to civilian life; second, setting forth proposals for the postwar era and the type and nature of the peacetime Navy.

Congress, which had the over-all aspects of national policy to determine, was freshly returned from a peace-interrupted summer recess, and turning its attention to problems of demobilization and the Navy's future.

Along demobilization lines, new developments in the first month after V-J Day included:

- Announcement that one of every three Navy men would be home by mid-February (and 50% of the Navy home before the end of April).
- A new credit added to the point system for overseas service.
- A new point score for the release of Medical, Hospital and Nurse Corps personnel.
- A lowered critical score for naval aviators in flight status.
- A month-by-month schedule of release for Navy personnel.
- Announcement of the areas to be served by each separation center for officers, enlisted men and Waves.

In addition, plans for postwar ships, bases and personnel, held under wraps before V-J Day, were being revealed for discussion as examples of the Navy's present thinking in making plans for the peacetime era. New announcements along these lines covered:

- The Navy's proposed peacetime fleet of 1,079 vessels.
- The 15 major Pacific and Atlantic bases deemed necessary to support this fleet.
- Further details on transfer of officers to the regular Navy.
- Bills introduced in Senate and House to fix strength of postwar Navy at 558,000, Marine Corps at 108,000.
- A new system of training enlisted personnel for the peacetime Navy.
- Navy recruiting policies, including opening up voluntary enlistments to the age 17-30 group, and recruiting of flyers.

Much of this, of course, hinged upon determination of national policy and authorization by Congress (see SecNav statement, next page). Military matters were among the first things Congressional committees took up as they returned to the nation's Capital. Leading naval figures began making appearances before the House Naval Affairs Committee in mid-September, to testify on demobilization plans and progress and on future Navy plans.

Defeat of Japan confronted the Navy with two major obligations:

- To return to civil life as soon as possible nearly 3,000,000 men and women who had interrupted peacetime pursuits to serve in the wartime Navy.
- To keep enough naval personnel in active service to handle any contingency in the period following Japan's surrender. Great areas of the Pacific still had to be patrolled and policed. Ships and bases have to be maintained. Facilities and materials no longer needed must be disposed of. And men of the Army, Navy, Marines and Coast Guard must be shipped home.

Demobilization Plans

On 15 August, within 24 hours after the President announced acceptance of the surrender terms, the Navy began to demobilize. On that date there were in the Navy almost 3,400,000 men and women.

By 1 Sept 1946 demobilization is scheduled to be completed, and the personnel strength of the Navy reduced to an anticipated postwar level of about 558,000 officers and men.

Since announcement of the original point score for release, several new developments in Navy demobilization made news:

Overseas service, omitted from the original point score to get the demobilization plan into high gear more quickly, was added to the release plan during September, with a quarter point included in the critical score for each month of overseas service since 1 Sept 1939.

Because naval forces and personnel were so continuously on the move during the war, accurate information was not immediately available as to the effect upon the Navy of including credit for sea duty or overseas duty. Rather than delay the six or eight weeks that might be necessary to establish this information, the Navy had put into effect a demobilization plan which started releasing personnel (some 327,000 officers and men) at once.

With the addition of the overseas credit, another 423,000 officers and men became eligible for demobilization on 15 September, raising the total to 750,000 men and women of the Navy eligible for release.

Medical, Hospital and Nurse Corps personnel were made eligible for release under separate scores: 35 points for nurses; 60 points for male doctors; 35 points for female doctors (same as for other female officers).

Male and female officers of the Hospital Corps, including hospital specialists, were made eligible for release under the same point system as for other male and female officers, 49 and 35 points respectively. Pharmacist's mates and hospital corpsmen, male and female, were made eligible under the same scores as other enlisted personnel, 44 points for men, 29 for women.

Approximately 1,100 doctors became eligible for release on 15 September, in addition to 20,000 pharmacist's mates and 9,000 hospital corpsmen. Approximately 500 nurses were also qualified for release. (Dentists have been eligible since 15 August under the same critical score as other officers, 49 points).

Aviators became eligible for de-

Official U. S. Navy photograph

CONGRESSIONAL action will determine future for Navy's vast fleet of which these ships at wartime anchorage are a part. Proposed: 1,079 ships.

mobilization under a slightly lower point score than other officers, under Alnav 213-45, which provided that naval aviators in flight status could be released if they had 44 points instead of 49.

Timetable for Release

By the end of 1945 the Navy plans to release or discharge approximately 75,000 officers and 790,000 enlisted personnel. By 1 Sept 1946 nearly 3,000,000 officers and men will have been returned to civil life.

Some indication of how fast this would work for most Navy men was revealed in a "monthly timetable" (see p. 5) of release planned by the Navy which indicated that by mid-February one of every three men now in the Navy would be home. By the end of April, one of every two. By May, two of every three.

Separation Centers

Personnel separation centers all over the country were in operation last month for officers, for enlisted personnel, and for Waves. Announced during the month were the areas which each separation center would cover (for maps showing these, see p. 00).

Waves were being separated from the service at five separation units: Memphis, New York, San Francisco, Great Lakes and Washington, D. C. Some 5,200 enlisted women and 500 officers have already become eligible for release under the point system, with increasing numbers due for release in the future. Discharges for reasons of pregnancy or dependency or marriage to a serviceman or to a veteran returned from overseas are also handled at these units.

Nurses, it was announced, would be separated from the service at the units established for Waves. The Navy Nurse Corps will have their own civil readjustment officers at these centers to handle the exit interviews for nurses.

The Navy's Future

Although planning is well along and in many cases recommendations have already been made, the Navy of the future is something that can only be seen in a crystal ball at the moment, for it depends on many factors as yet unsettled.

For instance, no one can say what the peacetime Navy will really be until national policy has been established and until Congress gives the go-ahead signal.

The Navy we will then need will depend on the roles assigned it, and what Congress accordingly authorizes in the way of personnel, ships and facilities to carry out these missions.

At the moment the major role of the Navy is to continue to control the waters and ports of the Japanese Empire. Among its future missions, the first commitment is, as the Constitution says, to "provide for the common defense." That is the fundamental historic mission of the Navy.

But during this war the United States has acquired additional commitments, extending beyond its borders to the Western Hemisphere and the world. By the Act of Chapultepec we agree to use force to prevent aggression in this hemisphere. And in the Charter of the United Nations, we pledge ourselves to "take such action by air, sea or land forces as may be necessary to maintain or restore international peace."

BASES constitute a part of postwar Navy plans. Proposals under consideration suggest ring of 15 major naval bases, including Guam, shown above.

THE POSTWAR NAVY

THE PLAN for the proposed postwar Navy represents an endeavor on the part of the Navy with the information now available to present the naval strength that is required to support the national policy as we understand it. Even in order to do this we have had to make certain assumptions about the tasks which the Navy will be called upon to discharge in conjunction with the Army. They are three.

- The first one we are quite sure of, the security of the continental United States and its overseas possessions.
- The second derives from the Act of Chapultepec and is coupled with the Monroe Doctrine and is the security of the Western Hemisphere.
- The third assumption—which is the least well-defined—relates to the commitments of the United States to preserve the peace of the world.

We have those three principal assumptions. With the information we now have, we submit this estimate of the naval strength necessary to support these national policies at home and abroad, remembering always that strength is relative and accordingly must vary from time to time.

JAMES FORRESTAL,
Secretary of the Navy

To fulfill these commitments, what will the Navy need in the way of ships? bases? personnel? And how will its personnel be recruited? composed? trained?

Proposed answers to some of these question came from both the Navy and from Congressional leaders.

The Peacetime Fleet

The size and composition of the postwar Navy have yet to be determined by Congress, but an indication of present thinking along these lines was contained in the recommendations presented by the respective chairmen of the Senate and House Naval Affairs Committees, Senator Walsh and Representative Vinson.

In resolutions introduced concurrently in both houses, they proposed a peacetime Navy of tremendous strength, made up of 1,079 ships (of which some 800 would be in a reserve status), as compared with the present unprecedented war strength of the Navy,, with its 1,308 combat ships.

Main features of the proposed fleet: no reduction in the number of our largest aircraft carriers; a reduction of only three 27,000-ton carriers, reducing the total from 27 to 24; retention of the present ten 11,000-ton carriers as well as the 79 CVEs. The number of battleships, it was proposed, should be reduced from 24 to 18.

The result would be a fleet that would be superior to any that could be ranged against us in either ocean by "any likely combination" of enemy powers.

Taking into consideration also the possible new changes in warfare brought about by the atomic bomb, the Congressmen said that there would be no final Congressional decision on the peacetime Navy until after a thorough study of the changes in Navy

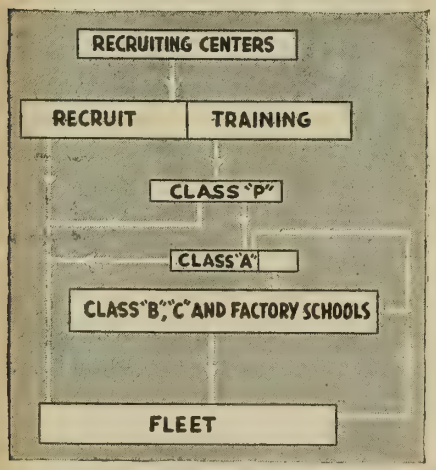
Official U. S. Navy photographs

TRAINING of men to lead postwar naval forces looms big in current proposals. These men, studying radio, keep up with new scientific developments.

structure that might be required "due to the probable emergence of new weapons of war employing the principles used in constructing the robot and atomic bombs."

It was made clear that the Senate and House Naval Affairs chairmen had agreed fully with the recommendations of the Navy itself. In addition to their recommendations on battleships and carriers, they recommended maintenance of three large cruisers, 31 heavy cruisers, 48 light cruisers, 367 destroyers and 200 submarines.

Only about 300 ships of this vast fleet would comprise the "active fleet" and be kept operative at any one time, "fully manned and ready for any emergency." Another 100 ships would be organized into a "ready reserve" with nucleus crews, while the remaining 700 ships would comprise the "laid-up reserve," would be in decommissioned status, available for recommissioning "if and when needed."



POSTWAR TRAINING for enlisted men will include a new feature—Class 'P' schools to provide basic trade-schooling in six courses (see story).

The comparison below shows the relative strength of the prewar combatant Navy, the present authorized combatant Navy, and the proposed postwar combatant Navy:

Type of vessel	*Pre-war**	*Present*	*Post-war*
Large aircraft carriers (45,000 tons)	...	3	3
Aircraft carriers (27,000 tons)	8**	27	24
Light aircraft carriers (11,000 tons)	. .	10	10
Escort aircraft carriers	...	79	79
Battleships	18	24	18
Large cruisers	...	3	3
Heavy cruisers	18	33	31
Light cruisers	28	57	48
Destroyers	144	450	367
Destroyer escorts	...	359	296
Submarines	56	263	200
Total	272	1,308	1,079

* Total authorized up to the Naval Expansion Act, 17 May 1938.

** Ranging from 11,000-ton *Langley* to 33,000-ton *Lexington* and *Saratoga*.

The Navy's plan for "preserving" the non-operating ships includes four processes:

- The first is the application of a thin film of rust preventative over machinery parts which allows the engines to turn over on short notice, unlike formerly used preventatives which were cumbersome and time-consuming to remove.
- The second step is the placing of desiccants (drying agents) through the ship's compartments.
- Third is the application of a hot plastic paint to the ship's hull. This paint, which kills barnacles or any other life that attempts to cling to the ship's bottom, will preserve a ship's hull in salt water for five to six years and in fresh water for 15 to 20 years. The plastic paint was developed by the Navy Yards at Mare Island and Norfolk.
- The fourth step is performed by dehumidification machines, developed by BuShips, which pump warm, dry air through the ship's lines before semi-permanently sealing off these lines (water, fuel lines, etc.).

Postwar Navy Bases

Along with their recommendations for the size of the postwar Navy, the chairmen of Congress' Naval Affairs committees had also said: "Adequate facilities to support the Navy should be maintained wherever necessary."

What the Navy thinks these should be, as far as bases were concerned, was revealed in its recommendations to Congress, which called for a postwar ring of 15 major naval bases, supported by other minor ones. Nine of the major bases would span the Pacific, enclosing a vast ocean expanse of roughly 28,000,000 square miles. The six bases in the Atlantic would include one at Bermuda and another at Argentia, Newfoundland.

The list of major bases was limited, said Assistant Secretary of the Navy H. Struve Hensel, to "those we should intend to maintain and which are susceptible to defense."

The nine Pacific bases:

1) Kodiak, east of Alaska peninsula
2) Adak, in the Aleutians
3) Hawaii
4) Balboa, Canal Zone
5) Guam, Saipan and Tinian (considered on one base)
6) Iwo Island, in the Bonin and Volcano groups
7) Okinawa, in the Ryukyus
8) Manus, in the Admiralties (if Australia will grant us the right to a base there)
9) The Philippines

Manus, southernmost of this group and affording one of the best fleet anchorages in the Pacific, is under Australia, as part of the Mandated Territory of New Guinea. Iwo and Okinawa were Japanese territory.

In addition to the nine major Pacific bases, Mr. Hensel said, the Navy is recommending that many others be kept, not because they are essential to the Navy's needs but primarily to prevent them from being used by any other nation. As some examples of these, he cited Wake, Midway, Eniwetok, Kwajalein and Truk, former Jap stronghold.

Bases recommended in the Atlantic:

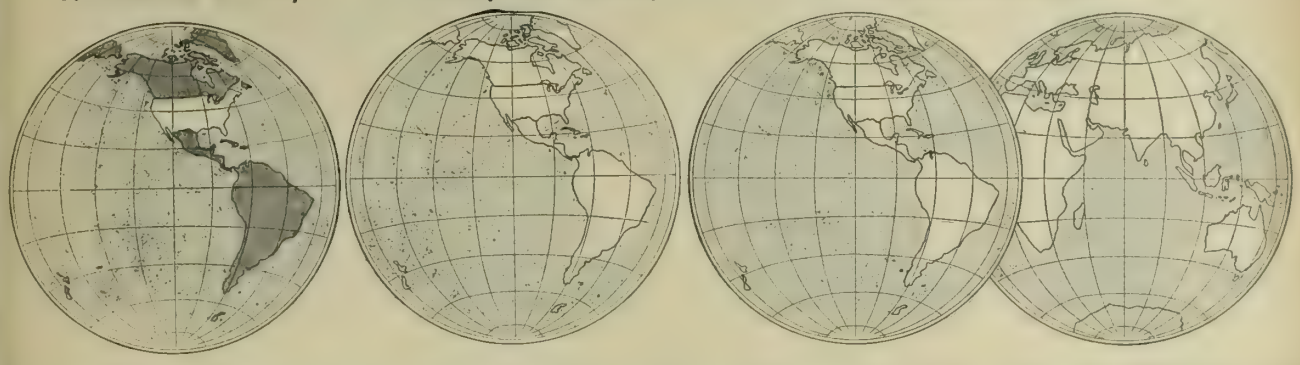
1) Argentia, Newfoundland
2) Bermuda
3) Roosevelt Roads in Puerto Rico*
4) San Juan, Puerto Rico
5) Guantanamo Bay, Cuba
6) Coco Solo, Canal Zone

(*In a later statement, Secretary Forrestal indicated that Trinidad was under consideration in place of this.)

The Navy has used Argentia throughout the war as its principal Atlantic base for transatlantic air operations.

THE NAVY'S POSTWAR ROLE

1. National Security *2. Hemispheric Security* *3. International Security*



NAVY'S ROLE in "the common defense" has grown as scope of American national policy has broadened from historic concern with national security to share in maintaining hemispheric and now international security.

Secretary Forrestal pointed out that these were merely the Navy's own recommendations and that it would be up to Congress to act on them. The recommendations were limited, Mr. Hensel added, to those which the Navy considered the absolute minimum essential for national safety.

At one time or another the Navy has had as many as 256 bases of all sizes and types in the Pacific theater and 228 in the Atlantic theater. Not all were in existence at any one time, as new ones were being opened up constantly as the war progressed and old ones were being shut down as the needs of the war no longer called for them.

The Navy's Manpower

Best estimate the Navy can now make as to the number of officers and men it will require to fulfill its assigned missions (above) comes to about 500,000 men and 58,000 officers, and 100,000 men and 8,000 officers for the Marine Corps. But numbers is just one phase of the Navy's postwar personnel planning.

Shortly after the surrender of Japan, the shift from war to peace in the Navy's personnel set-up was highlighted by a change in command at BuPers itself. Vice Admiral Randall Jacobs, USN, who had been Chief of Naval Personnel throughout the war and had seen the Navy's manpower grow from a few hundred thousand to the greatest Navy in history, numbering more than 3,000,000 officers and men, left his post for a new assignment and was succeeded by his one-time Assistant Chief of Naval Personnel, now Vice Admiral L. E. Denfeld, USN, recently in from a sea command to take over the Navy's postwar personnel problems.

With Japan's surrender now accomplished, the major problems confronting BuPers, as Admiral Denfeld saw them, were, in addition to "as rapid and orderly a demobilization of naval personnel as possible," the following:

- "The transfer of sufficient Reserve officers and men to the regular naval establishment so that we can efficiently operate the peacetime Navy."
- "The replacing of the older flag officers at sea and shore, whose splendid wartime performance entitles them to a rest, with younger officers who have had fleet and combat experience."
- "The question of retention of Waves in the naval establishment."
- "A revision of the educational system of the Navy to fit the needs of the Navy in the years ahead."

Admiral Denfeld also announced that he intended to have as two of his principal assistants at BuPers a naval aviator and a senior Naval Reserve officer, in recognition of the major parts played in the war by both the Reserves and the Navy's flying men.

Transfer to USN

As hearings opened before the House Naval Affairs Committee late in September, the Navy was presenting legislation designed to seek the transfer into the regular Navy of up to 30,000 Reserve officers. Main policies:

- They would be transferred in their temporary ranks.
- They would take precedence with the present officers of the regular Navy of the same ranks, thus receiving credit for all active duty during the emergency.
- They would have exactly the same rights as to allowances, retirement pay, and all other benefits.

Details meanwhile were being released to the naval service (see p. 70) concerning specific questions on eligibility for transfer, assignment of initial rank, promotions and selection, compensation and security, and the procedure for making application.

Reserve officers were to be within a few years of the age of regular Navy officers having the same temporary rank and service, and to have completed two years' work toward a degree in a college or university or indicate the equivalent general background and mental capacity.

Both points, it was felt, would assure Reserves who transferred an opportunity to become sufficiently qualified that their integration into the regular service would be complete.

In administering plans for transfer, said Admiral Denfeld, "it is our firm intention to make transfer to the regular Navy as attractive as possible, in order to insure retention in the regular Navy of the very best of these Reserve officers who have done such a fine job in fighting the war."

Emphasis would be placed on younger men with sea and combat experience, although provision would be made for the retention on active duty in the Reserve of certain older Reserves of outstanding ability.

Transfer to the regular Navy will be open also to qualified temporary USN officers, including the more than 30,000 who have been promoted to that status from the ranks; to the 36,000 Reserve officers who were promoted

NAVY'S DEMOBILIZATION TIMETABLE

Subject to change, depending upon military requirements and the availability of transportation facilities, here is the Navy's monthly timetable for the release or discharge of its personnel:

During the month of—	Officers released	Officers remaining*	Enlisted released	Enlisted remaining*
1945				
September	11,200	313,700	121,000	2,970,000
October	16,100	298,700	171,000	2,820,000
November	21,100	278,000	221,000	2,620,000
December	26,000	253,800	251,000	2,390,000
1946				
January	25,900	229,000	257,300	2,153,700
February	25,900	204,200	257,300	1,917,400
March	25,900	179,400	257,300	1,681,100
April	25,900	154,600	257,300	1,444,800
May	25,900	129,800	257,300	1,208,500
June	25,900	105,000	257,300	972,200
July	25,900	80,300	257,300	735,900
August	23,700	57,800	256,900	500,000

* "Officers remaining" and "Enlisted remaining" include estimated input and are as at the end of the month named.

after service in the ranks; and the 99,000 commissioned from enlisted status in one of the officer candidate programs.

Likewise to be continued was the transfer to the regular Navy of enlisted men now in the Reserve. Poster announcements informing the service that enlisted men could transfer to the regular Navy went out shortly after V-J Day (ALL HANDS, September 1945, p. 67). Until reports come in from the fleet and outlying bases, the number of applications will not be known, although one training station, at San Diego, reported in its station paper, *The Hoist*, that more than 1,000 such applications had already been received from men there.

During the war the petty-officer ratings have come more than ever to require men with highly skilled and technical qualifications. The Navy plans to continue the intensive training programs which would attract such men, particularly in such fields as electronics.

Flag Officers

Many of the Navy's senior flag officers have been at sea since the war started, and some longer than that.

These officers are to be brought ashore at the first opportunity and given assignments where their experience and abilities can be used to good advantage, and where they can again become acquainted with their families.

At the same time the Navy intends to order young active flag officers who had had combat experience in the fleet to positions of authority in fleet and shore establishments.

Regular rotation between shore and sea duty, more or less done away with in wartime, is now to be put into effect again.

Waves

Present Navy plans are to keep a Wave component in the Naval Reserve. Further, if Congress approves, the Navy will seek to retain on active duty reasonable numbers of Waves who wish to do so and who may be needed in certain specialties. The Navy's experience in wartime has shown that Waves are particularly useful in such specialties as communications, the Medical Corps and certain types of aviation duties.

The last class of recruits graduated from the Waves' Naval Training School, The Bronx, N.Y., on 1 October, marking the end of this training program for the Women's Reserve. Graduates of this class, as of the two that preceded it, were either assigned to general duty or to the Hospital Corps training school there.

Education and Training

What will be the nature and type of education to be given future officers and men of the Navy is now under consideration, with tentative plans announced, although some phases will depend upon getting the necessary authorization from Congress before they can be put into effect.

Officer training. Present facilities of the Naval Academy will not be adequate to produce the number of officers needed under the Navy's estimate of its future strength. Proposals are now under consideration to increase the size of the Naval Academy, and Congress has authorized an increase from 7,200 to 14,000 in the NROTC. A total of 52 NROTC Units situated in every part of the country will be functioning by 1 November 1945. Various plans are under consideration to make more nearly uniform the training given to all prospective officers of the Navy. It has not yet been determined what definite proposals will be made to Congress on this subject, but it is anticipated that a comprehensive plan will be ready for submission within a short time.

Enlisted training. Plans for postwar training of the Navy's enlisted personnel have been prepared on two different premises; according to whether universal military training is or is not adopted by the Congress as a peacetime preparedness measure.

The training plan for one-year universal military training is divided into four phases: recruit, elementary school, pre-commissioning training and shipboard training. All men for the regular Navy would be taken after they had completed six months of training—that is, all elementary training would have been completed before they were assigned to the fleet. The same advanced training facilities will be required with or without universal military training.

While the Navy believes that universal military training is essential for adequate preparedness and security, if the plan is *not* adopted the Navy will proceed with a training plan which embodies a brand-new feature in enlisted training—the creation of a new "Class P" (for primary) school to come between recruit training and assignment to Class A schools.

The training set-up would then be as follows:

- *Recruit training* would be a general indoctrination training identical to that now being given.
- *The new Class P schools* would give basic trade-school training of an elementary nature, and would be divided into six courses: seamanship, gunnery, communications, basic engineering, clerical and commissary. The purpose of the training is to give all men a technical background which will better equip them to strike for a rating and to take further advanced training after they have been to sea.

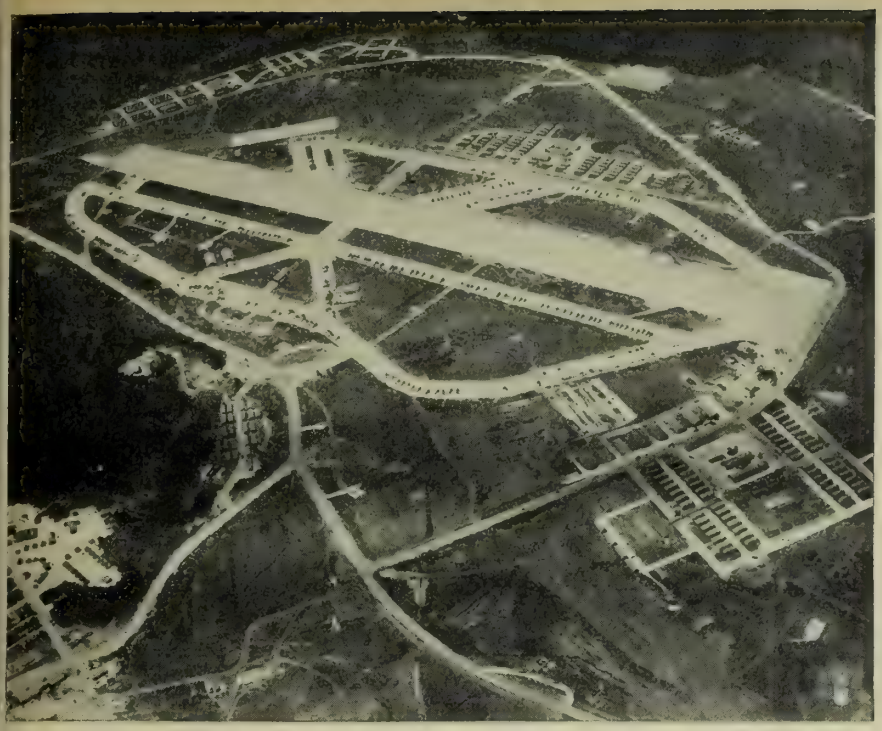
A man who had had Class P school training in gunnery, for instance, would go to sea after he finished school, probably for at least two years, and during that time would be able to observe in action such rates as gunner, fire controlman and torpedoman's mate under seagoing conditions and get a better idea which of these rates he would like to strike for.

Here's a size-up of how the various proposed new Class P schools would lead to striking for various rating groups:

Seamanship (BM, QM, SM)
Gunnery (G, TC, TM)
Communications (RM, RT, RdM)
Basic engineering (MM, EM, WT, MoMM, CM, SF, M)
Clerical (SK, Y)
Commissary (C & B)

- *Class A schools* will include training in practically all rates now given but will be a more advanced type of training, including the qualifications

FIFTEEN MAJOR PEACETIME BASES, nine in Pacific, six in Atlantic, are called for in the Navy's postwar plans



Official U. S. Navy photograph

TO PLAY ITS ROLE in defeating Japan, Navy forged in effect an island chain. This Saipan air base is now being considered for postwar use.

for petty officer second class. This training, instead of being used immediately for recruits or Class P graduates, will be reserved for men who have had two or more years at sea.

- *Class B schools* will include training in all rates now given, but will be of an even more advanced nature, and include general training up to and including qualifications for CPO.
- *Class C schools* will continue to give special advanced training required to develop certain skills or to fill specialized seagoing billets.
- *Refresher training* will be short courses of an elementary and advanced nature conducted on available equipment in Navy Yard training centers. This would be available primarily to men from ships undergoing overhaul.
- *Operational and special schools* will include training similar to that now being given, such as fire fighters, antiaircraft gunnery, sound operators, damage control, etc.
- *Precommissioning training* will be similar to that conducted by COTCLant and COTCPac during the war. However, it is proposed that this training be administered in peacetime by BuPers rather than by the fleet.

Since a large number of highly trained men now in the Reserve will probably return shortly to civilian life, it is likely that the capacity of the advanced schools will be much greater than normal for the next five years, in order to provide sufficient capacity for training the petty officers required for the peacetime Navy.

At BuPers there would be established an Office of Training, much as the present Training Activity is set up, but divided into three major divisions: field administration, standards and curriculum, and training improvements. Duties of the present Quality Control division would be taken over by the above.

Navy Recruiting

The schedule for Navy recruiting at the moment is an "all-out drive." Navy recruiting stations all over the country are now making a strong effort to obtain voluntary enlistments, particularly for the regular Navy, among men in the age group of 17 to 30, inclusive. These men may now volunteer as a result of President Truman's Executive Order of 29 August, which lifted the ban against voluntary enlistments in draft ages.

The recruiting drive is designed to speed up demobilization of present Navy men who have seen long war service, and to enable the Navy to reduce its calls through Selective Service and at the same time to fulfill its extensive responsibilities during the period of transition.

During August the Navy recruited more than 6,300 17-year-olds for the regular Navy through voluntary enlistment, with parental consent. Some 10,000 enlistments were also secured for the Naval Reserve despite the former limitation to the 17-year-olds.

With the bars raised permitting the armed forces to reach into the draft-age group, the Navy hopes to triple the August figures in future months.

Three recent developments that will undoubtedly aid in reaching this goal:

- The term of enlistment in the regular Navy is now reduced from six years to four years.
- Physical standards are lowered in line with war experience.
- Men changing to the regular Navy from the Naval Reserve, as well as men reenlisting in the regular Navy, are entitled to full credit for past active duty, a special cash reenlistment bonus, and up to 60 days' leave.

The Navy will also recruit flyers, in order to guarantee a continuous flow of new pilots into the fleet. Flight training will be available to 17- and 18-year-old high school graduates, or students now in their last semester at high school or secondary school.

Applicants, who must be unmarried (and agree to remain so until commissioned), will be given three to four semesters of college training before entering flight schools.

The Navy's Mission

In summing up his testimony before the House Naval Affairs Committee on the role of the postwar Navy, Secretary Forrestal stressed four points:

1. "This nation can secure and can discharge its international obligations only if it controls certain strategic areas."
2. "This control is the mission of the Navy."
3. "That control is today firmly in the hands of the Navy as we know it: surface and submarine forces, and great carrier striking forces which we believe will be capable of delivering atomic bomb attacks."
4. "In the future the Navy's weapons will certainly change but its mission—the control of the seas and the skies above them—will neither change nor decrease in importance."

POSTWAR NAVAL RESERVE

To answer the many inquiries regarding the postwar Naval Reserve, plans are now being formulated for an organization which will retain the best features of the prewar Reserve and benefit by improved equipment and methods of training. If you do not transfer to the regular Navy, the postwar Reserve will provide you with an opportunity to serve your country in peace as you did in war.

It is contemplated that the postwar Naval Reserve will provide the opportunity for officers and men to keep abreast of the newest developments in their branch of the Navy; that those who desire to enter the more active Reserve will be paid for participation in drills and training cruises; and for those who are unable to devote as much time, other facilities for training and instruction will be made available on a voluntary basis.

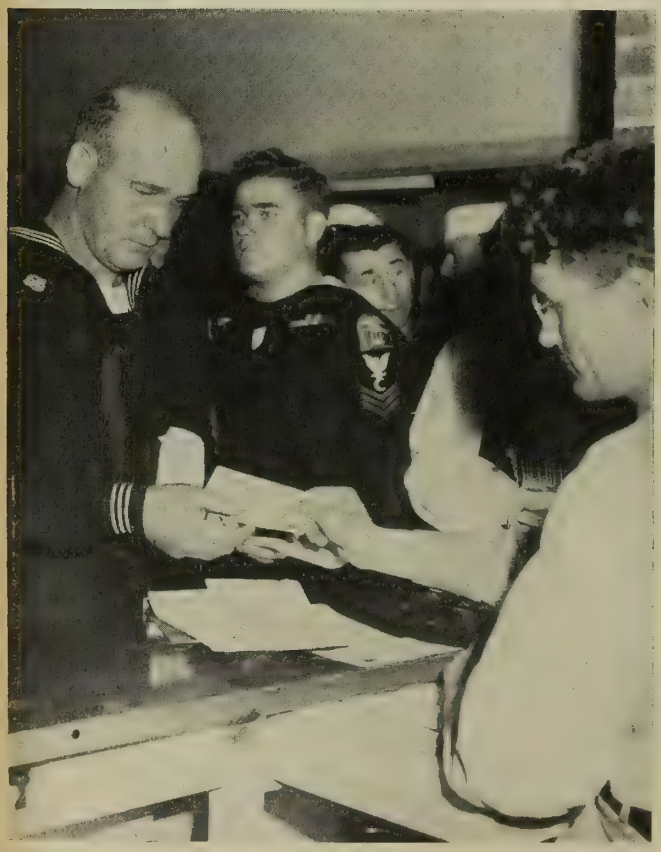
Officers being separated are urged to retain their commissions in the Reserve and enlisted men to ship over into V-6, U.S. Naval Reserve, in accordance with Alnav 261-45, for inactive duty, thereby retaining their present connections until such time as the final classifications are established.

THIS WAY OUT

NAVAL SEPARATION CENTERS were in full scale operation last month returning men of the Navy to civilian life. On these pages are views from Bainbridge center.

PROSPECTIVE CIVILIANS are sent to separation centers near their homes. First step at the center is to log in (top photo on opposite page). Then while they undergo medical examinations (below) and pick up such information as they desire in interviews with special officers, an efficient staff (below on opposite page) processes their papers and pay accounts. As part of routine, a tailor sews discharge emblem on dischargee's uniform (above).

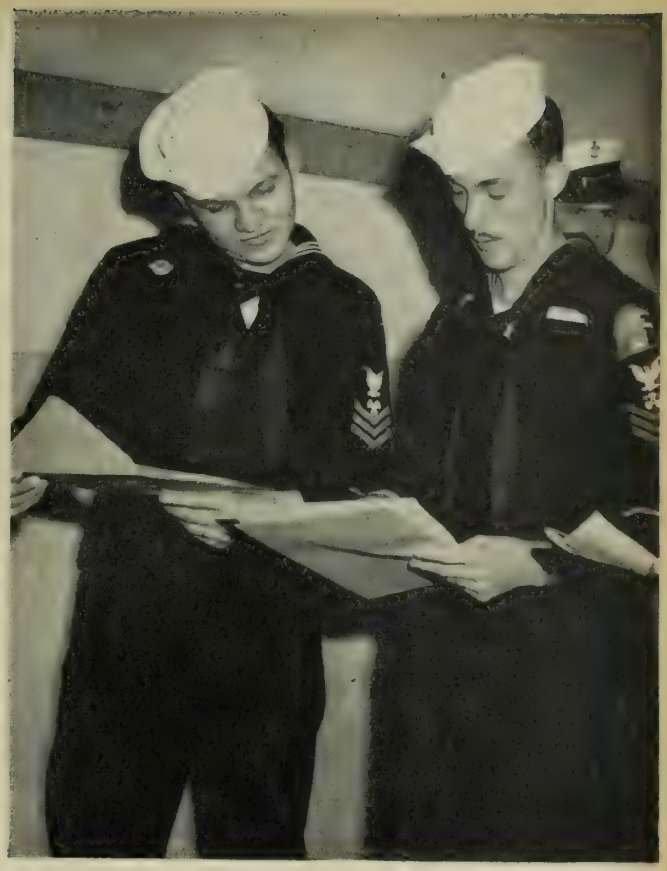
IN INDIVIDUAL INTERVIEWS, dischargees have opportunity to learn about rights and benefits as veterans and how to fit their new skills to prospective civilian jobs. Here civil service man gives information on government jobs.



PAY-OFF comes when dischargee receives his accumulated service pay and first $100 of mustering-out pay due.

DISCHARGE CEREMONY includes talk by officer and presentation of discharge papers. A salute and it's over

A FINAL SALUTE marks change from sailor to civilian. Here C. C. Harrison, Y2c, brings his navy career to close.



AT LAST they have their discharge papers in hand and they look them over as they prepare to leave center.

CIVILIANS ALL, this busload of onetime sailors are being taken to railroad terminal for last lap of their trip home.

TOWED INSHORE in rubber raft by landing craft, underwater demolition team preceded main landings at Peleliu

UNDERWATER DEMOLITION

Navy Warriors in Trunks Braved High Casualties to Clear Enemy Beaches for Our Landing Forces

THEIR job was to blast the way for invasions. Their tools of war consisted only of a knife, as many high explosive charges as they could carry and small rubber boats. They worked under the very muzzles of enemy guns —without foxholes.

These were the Underwater Demolition Teams, made up of courageous and unpublicized men whose work uniform was a pair of swimming trunks. From the Mediterranean to Normandy to the Pacific they successfully spearheaded D-day operations by removing thousands of mines, posts and a variety of other enemy-placed obstacles designed to impede beachhead landings.

One of their biggest jobs in the Pacific was at Okinawa where they removed more than 3,000 separate obstructions. At Guam they took out nearly a third of that number.

Demolition operations were always hazardous, but the job on Omaha beach in Normandy ranks as one of the most perilous. There three out of every five men became casualties. But in doing their job the teams distinguished themselves. The Navy Combat Demolition Units of Force O (for Omaha) had the mission of slashing 16 fifty-yard gaps through three principal lines of obstacles. Unable to carry out reconnaissance or advance work, they landed with the first wave of combat troops under devastating machine-gun and sniper fire from the cliffs and nazi strongholds on the Normandy coast. Yet within two days they had sapped over 85 percent of the German-placed traps on Omaha Beach.

Fortunately, casualties in the Pacific areas were much lighter. Everywhere the sacrifices and work of the demolition teams were a big factor in keeping down casualties among the assault forces which followed them to the beachheads.

Training for underwater demolition work began without publicity early in the summer of 1943. The Navy school at Fort Pierce, Fla., turned out some 2,500 officers and enlisted men. Comdr. (then Lt. Comdr.) Draper L. Kauffman, USNR, Bethesda, Md., son of Vice Admiral James L. Kauffman, USN, Commander of the Philippine Sea Frontier, headed the school and went through a big share of the Pacific war in the field with his teams.

The school had one of the most rigid physical training programs ever passed in the Navy. Principal physical requirement of the candidates, all volunteers, was that their ear drums be in good condition so that they would be able to dive under water. Swimming had top priority in the training. In actual demolition work the teams went ashore in boats as they placed their explosive charges in position to blow up enemy barriers. But a week or more before the invasions, reconnaissance teams were sent out—and they had to swim in from a thousand yards or more off the beach and spend sev-

Official U. S. Navy photographs

OVER THE SIDE go the men and explosives (below), but over opposite sides. The men are left; explosives right.

eral hours in the water. Aerial reconnaissance was helpful, but the final beachhead check had to be made by the men who swam in and tested the location of the tetrahedrons, posts and mines.

The trainees developed stamina in swims of two or three miles several times a week. No matter how well a man could swim, he was drilled to use the side-stroke and breast-stroke instead of the crawl for purposes of stealth. On one reconnaissance training mission a swimmer, caught in the current, stayed afloat without a life jacket for eight hours and it is claimed that this feat was excelled by others on actual operational missions.

To withstand prolonged immersion the men got only the standard Navy diet with extra vitamin pills. Grease, favored by Channel swimmers, was found to be of no help. The men on reconnaissance missions wore ordinary swimming trunks, light tennis-type shoes usually fitted with a fin to aid in swimming, and sea dive masks for working underwater. They couldn't be bothered with life jackets. Their tools were relatively few, explosives and fuzes and gear for securing the charges into position.

The underwater demolition teams training for the invasion of Honshu shifted bases from Hawaii to Los Angeles because water off the latter site was more like the cooler water off the Jap mainland.

In the Mediterranean and Normandy invasions, demolition teams were composed of one officer and five men, many of them drawn from the Seabees, who are noted for their ability to improvise. For the Normandy operation recruits were drawn from the Army, and the teams were joint Army-Navy units. In the Pacific, however, the personnel was exclusively Navy and the teams consisted of 13 officers and 87 enlisted men, usually divided into four platoons. In the latter stages of the war, some team personnel were being recruited directly from the fleet. Virtually all naval officers on the demolition crews have been reservists.

The Marshalls operations marked the debut of the underwater demolition teams in the Pacific. This was followed by operations in the Marianas, Carolines, Philippines, Volcanos (Iwo), and Ryukyus. In the European-Mediterranean theater it was Sicily, Normandy and southern France. After the initial operations, commanders of amphibious forces were fully aware of the value of these swimming warriors and acted to devise fire-control support that would keep every possible Jap back from the beaches and cut down casualties while the demolition crews were working.

On open daylight jobs, LCI(G)s (landing craft, infantry, gunboat), APDs (converted destroyers used for carrying the teams), destroyers, cruisers and even battleships joined with bombing and strafing planes to keep at a minimum the enemy's interference with men working on reefs and on the beaches. The APDs carried LCPRs, smaller landing craft for personnel which they used for reaching the reefs. From there on in, small rubber boats and swimming were the modes of transportation.

Underwater demolition work had to be rapid and sure. Frequently on exposed reefs where a man was too clearly a target, the demolition crews had to work for short periods when tides partially or fully covered the reefs.

Normally they laid their high explosives around a large group of obstacles to be blown out. These were connected by cords of instantaneous explosive material. When the safety fuse was touched off, the whole area of obstacles went up together. Synchronized watches and radio contact were used among the platoons or groups of men to assure that the explosives were not touched off prematurely. On prearranged signal, all swimmers would hastily retire from the area of danger to their rubber boats, thence to landing craft to escape the deluge of flying coral, concrete, steel and broken timbers.

Demolition teams found that in constructing beachhead obstacles, the Japs favored hardwood posts and logs wedged down into the reefs, along with cribs of logs and netting packed with cement and coral. These were frequently interwoven with barbed wire and sometimes interlaced with mines.

Unsung heroes of the war, the men of the underwater demolition teams carried out jobs that were one of its most highly guarded secrets and they performed their missions without receiving extra pay such as is given to Army and Navy flyers, submarine crews and combat infantrymen for extraordinary and hazardous work.

When the Marines, who have been through some bitter battles themselves, landed on Guam they found the following notice:

"Welcome to Guam, U. S. Marines; USO two blocks to right; UDT4 (Underwater Demolition Team Four)."

CURTAIN RISES on Peleliu invasion with this blast of four tons of tetrytol set by UD teams to clear channel.

FIRST PICTURES OF NAVY'S UNDERWATER SECRET

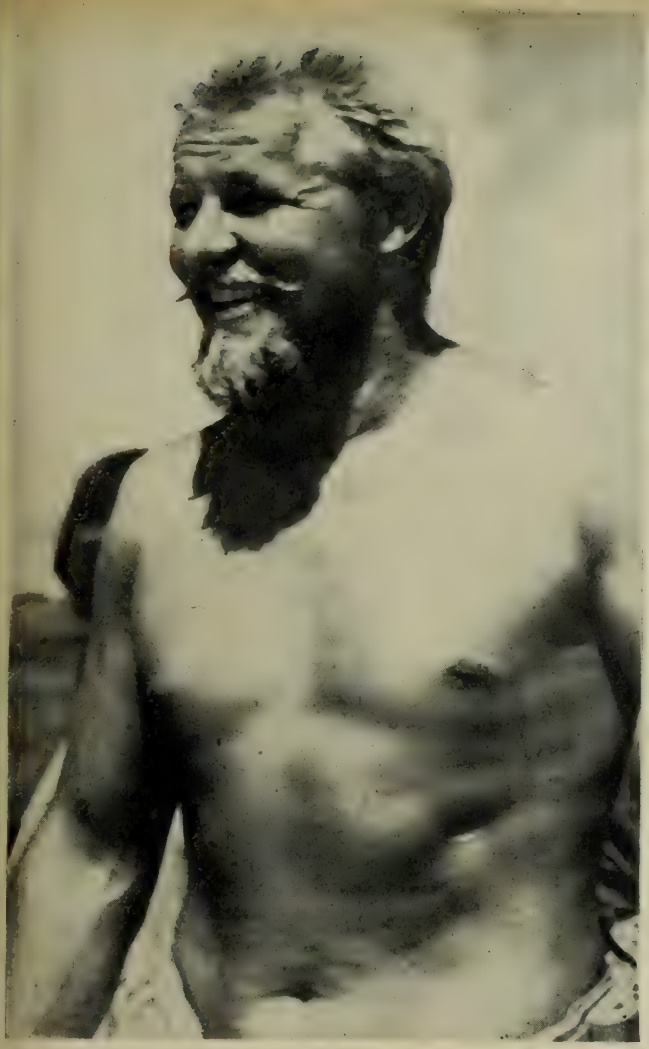
While the fighting continued, the work of the Underwater Demolition Teams was not only unsung—it was not even mentioned. Now, however, their achievements become one of the best "now it can be told" tales of the war. Better than words, these formerly classified photographs tell the story of these skillful and deadly swimmers who specialized in the business of rushing in where angels fear to tread. With their aluminum painted bodies, man-made fins, grotesque underwater masks, and tense faces, the UDT men look like strange ocean creatures—but their bravery was instrumental in every one of our beachhead victories. On Okinawa beach in the Normandy landing, for instance, three out of every five were casualties, but they did their job of clearing the way for the fighting and landing craft.

ALUMINUM WAR PAINT was daubed on demolition teams before operations to make them harder to spot.

DEMOLITION CHARGES, strung together, are set in a rock beach obstruction in Hawaii during UDT training.

HUSKY MEN wait on rubber rafts to haul in UDT men scrambling aboard before the charges they set go off.

FOOT FINS, worn by some of underwater sappers, can be seen on man tumbling aboard raft after Balikpapan job.



RUGGED AND DARING is this typical UDT man, about to blow up Guam obstacles. Like many, he's a Seabee.

Official U. S. Navy photographs

IN PICKUP BOAT after charges have been set, dripping demolition man gets a pickup from a cigaret and a drink.

EXHAUSTED SWIMMER is returned to ARD on a stretcher. Casualties in Normandy ran up to 60 percent.

BEFORE PLUNGE, demolition team risks Japanese bullets to peep over gunwale as they near their objectives.

U. S. AID FOR VETERANS

A Round-Up of Some Ways in Which Federal Agencies Are Able to Help Veterans in Their Postwar Plans

PROBABLY most Navy men heading back for civilian life think of postwar benefits for veterans as meaning mainly mustering-out pay, the GI Bill of Rights and maybe some day a bonus.

Actually, they're only part of the story as far as getting a little help and assistance from your Uncle Sam goes. For the man who's interested in them, there are many ways your Government can be of help to you outside of putting some money in your hand or giving you an education.

Many of these helps have been summarized by the Office of War Information in a study of what Federal agencies are planning by way of aid for veterans in their postwar plans.

Here are a few general observations that apply to most of the programs:

- To be entitled to special provisions for veterans, applicants must have been discharged or released from the armed forces of the U. S. "under conditions other than dishonorable."
- In most cases, service during the period between 16 Sept 1940 and the end of the war is a requirement, and in some the claimant must have had at least 90 days of such service, or have been separated sooner by reason of disability incurred in line of duty.
- Generally, although not always, there must be in addition a determination that the veteran's background, circumstances and plans are such that the priority, preference or other aid can reasonably be expected to be of actual, long-range benefit to him.
- Safeguards are provided against exploitation of ex-servicemen's privileges by non-veterans.

And now, here are some of the aids available to veterans on such matters as housing, jobs, job training, business, farming, etc., with the names of the Government agencies that can be of help. (Further details on any in which you may be interested can be obtained by writing the agency direct, in Washington, D. C.).

Finding a Home

Recognizing the difficulties faced by returning veterans in resuming normal life with their families in the face of a critical housing shortage, the government's National Housing Agency is taking steps to aid them in finding adequate living accommodations.

Before the surrender of Japan, veterans were offered special priorities to build homes of their own and were made eligible for vacant war housing. With V-J Day, the priority system was ended and occupancy restrictions were removed on all privately owned housing, although owners were asked to give preference to veterans and their families.

Special preference in Federally owned housing (as opposed to privately owned war housing) is given distressed families of veterans, meaning those unable to find accommodations they can afford in privately owned housing. Regular rents are charged in such housing, but lower rents may be set for veterans' and servicemen's families unable to pay such rents.

If a veteran does not have sufficient income to permit him to pay for privately owned housing, he becomes eligible for any vacancies which occur in low-rent projects owned and managed by local housing authorities. The customary provision that he must be living in substandard housing at the time he applies has been waived for veterans.

Of course, "war housing" represents only a small part of the national housing supply and much of it is temporary housing. Accommodations in temporary housing should be regarded as a temporary expedient only, since the law requires that temporary housing be removed after the end of the emergency to prevent future slums, so every effort will be made to help veterans find permanent homes instead.

For veterans who want to buy or build a home, the GI Bill of Rights affords special aids in obtaining financing. The loans are made by private lending institutions, with the Government (through the Veterans Administration) guaranteeing part of the loan, and the veteran must have a job or other income indicating that he will be able to repay the loan on liberal terms over a long period of years.

For a long time to come—until a full-scale building program in America can get under way—the provision of enough adequate housing for all veterans depends upon making available accommodations for them in the existing housing supply. All communities are being asked to cooperate in this effort.

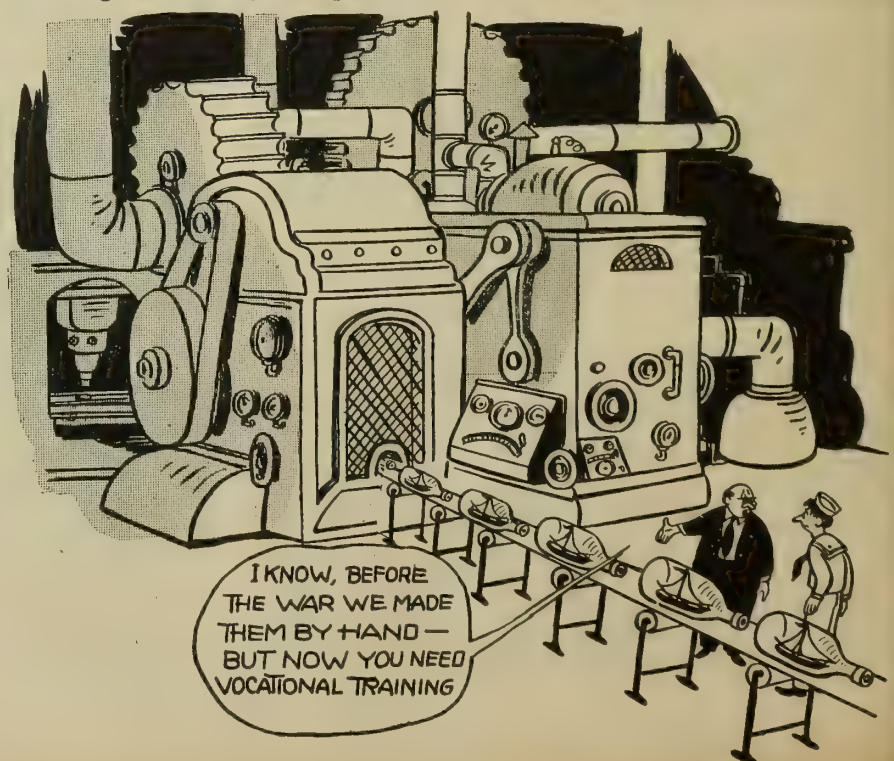
Where to look for a place to live now. If there is an established Veterans' Information Center in his community, the veteran should inquire there first as to what housing services are available. If not, the veteran can seek information at posts of veterans' organizations, the City Hall, Chamber of Commerce, USO-Travelers Aid, the local Council of Social Agencies or local housing authority. In many communities, War Housing Centers and Homes Registrations Offices, which were active up until V-J Day, have been converted into local housing centers or services. These will help veterans to obtain places to live.

It is hoped that centralized housing services will be established in every community and linked to other veteran services. Such services would list available vacancies and help guide the veteran, whether he wants to build, buy or rent a home. They should be able to inform him if there is Federally owned housing in the community available to him if he can't find other accommodations.

All housing "centers" are, of course, supplementary to the usual sources through which people normally find homes—real state offices, home builders, home financing institutions, and the management of the plant or business where veterans take jobs.

Getting a Job

Employment in private industry will be the main concern of more than



60% of men leaving the services, according to surveys of their postwar plans. Extensive provisions for aid to veterans seeking employment have been incorporated in the laws administered by the Selective Service System, the U. S. Employment Service, and the Administrator of Veterans Affairs.

From 5% to 10% of servicemen plan to work in Federal, State and local government jobs. The **U. S. Civil Service Commission** and **all other Federal agencies** have programs to help those who left government service for the armed forces to exercise the reemployment rights to which they are entitled under the Selective Training and Service Act, and under the Commission's regulations.

To veterans who were not in government service before they entered the armed forces, the Commission distributes information regarding (1) the opportunities for Federal employment, and (2) the preference benefits to which veterans are entitled in civil-service examinations.

These preferences include the automatic granting of five or 10 points to veterans in Civil Service examinations. Some jobs are open only to veterans: for example, guard, elevator operator, messenger and custodian. Other may be added by the President. Certain physical requirements are waived for veterans, also, and they may get credit for time spent in military service toward experience required for certain jobs. An appointing officer who passes over a veteran to select a non-veteran must submit his reasons in writing to the Civil Service Commission. In personnel reductions in any Federal agency, preference in retention will be given to veterans.

The most widely used Government agency for providing jobs will be the **United States Employment Service.** Under the War Manpower Commission during the war, USES, through its local offices all over the country, has been placing some 80,000 veterans a month in jobs, about 75% of them veterans of this war. Veterans Employment Representatives in every USES office are on hand to lend special aid to veterans who are given special preference in getting jobs (see p. 56).

The **Railroad Retirement Board** maintains and operates free employment offices for the railroad industry. The facilities of these offices, located all over the country, are available to ex-service men seeking railroad employment.

The **War Shipping Administration** states that while no special veterans unit has been set up, discharged military personnel are given preference in filling positions wherever possible. Veterans with previous sea experience, particularly, are desired. WSA encourages all ex-servicemen to consider the merchant marine as a lifetime career.

The **Interior Department** has developed concrete proposals for postwar public works in irrigation, power development, flood control, forest protection, new mining techniques, fish and wildlife conservation and many other projects. When and if approved by Congress, the Department declares, these undertakings not only will provide a total of over a million and a half man-years of employment for veterans and others, during the immediate postwar period, but will create innumerable jobs in the private industrial enterprises which they will stimulate and serve.

Training for Better Jobs

Important to veterans, but also available to qualified nonveterans, is the **Apprentice Training Program** conducted by American industry with the assistance of the Government's Apprentice Training Service and State apprenticeship agencies in 26 states and the Territory of Hawaii. The national policy-making body is the Federal Committee on Apprenticeship, composed of representatives of management and labor in equal number.

Age-old in tradition, apprenticeship is a system of training in which a person is given thorough experience, both on the job and in the classroom, in all the practical and theoretical aspects of a skilled trade. Apprentices earn as they learn. Wage rates vary with the different trades and localities and increase with proficiency until, with training completed, trainees receive the wages of skilled workers in their respective trades.

Under the GI Bill, an eligible veteran taking apprentice training is also paid by the Veterans Administration a monthly subsistence allowance ($50 a month, or $75 if he has dependents). However, if he has a pensionable service-incurred disability, he may elect instead to have his pension increased while training (to $92 a month if single, $103.50 if married, plus $5.75 extra for each child, $11.50 for each dependent parent). Under either plan, he may not receive more from his apprentice wage and Government allowance combined than the regular wage rate of a journeyman in the trade he is training for. (However, under no conditions may a man's disability pension be reduced below the amount awarded him by a rating board for his disability.)

Ordinarily only young men, usually between 18 and 24, are accepted for apprenticeship. However, this age limitation is usually relaxed for veterans.

For details on apprentice training, how it works out, and how you apply for it, see the accompanying box, "How Navy Veterans Can Get Training for Civilian Jobs."

Vocational Aid

The Vocational Division of the **Federal Security Agency's** Office of Education administers, through State Boards of Vocational Education, Federal funds appropriated for vocational education. Veterans, whether or not they take advantage of the educational provisions under the GI Bill, may profit from training given in the schools in trade and industry, home economics and commercial employment. The Office of Education's Occupational Information and Guidance Service has developed through State Departments of Education in seven states (Mich., Maine, Kans., Md., Colo., Ark. and N. Y.) several hundred Community Adult Counseling Centers which offer employment counseling and referral services to veterans as well as returning war workers. Incidentally, the Federal Security Agency also points out that many veterans are too young to have had a job before entering service and will know little or nothing about their Social Security rights and duties. There also will be many who once had Social Security accounts, but have lost their account cards, forgotten what their benefits rights are, or need information for one reason or another. Wives and other dependents of servicemen who have died may have benefits due them of which they are unaware. For information, inquire at any local **Social Security Board** field office, or write direct to the Social Security Board, Candler Building, Baltimore, Md.

"Vocational rehabilitation"—reeducation to occupational self-sufficiency—is provided by the Veterans Administration for ex-servicemen and women handicapped by reasons of service-incurred pensionable disabilities. Under some conditions the GI Bill is also

applicable. To a certain extent, the educational provisions of the GI Bill (see ALL HANDS, Aug 1945, p. 21) also include aid in the occupational reeducation of veterans whose employment handicaps are not connected with their service in the armed forces.

There is no provision for veterans' dependents who require occupational rehabilitation, but this gap is filled by a Federal-State program administered, in cooperation with the Federal Security Agency's Office of Vocational Rehabilitation, by State divisions of vocational rehabilitation and State agencies for the blind.

Under this program vocational rehabilitation is available to civilians including veterans. Medical examinations, vocational guidance, training and placement are furnished to persons having an employment handicap that can be compensated with reasonable anticipation of permanent employment.

A Business of Your Own

That's the postwar plan of one out of every nine men in service, according to military surveys. To aid these men, the GI Bill provides a guaranty by the Administrator of Veterans Affairs, of 50% (up to $2,000) of any loan obtained by an eligible veteran for the purchase of a business, land, buildings, equipment, machinery or tools to be used "in pursuing a gainful occupation." Moreover, an eligible veteran devoting full time to his own business or profession is in effect guaranteed a net income of $100 a month for up to 12 months of the early, critical period of his enterprise.*

Numerous other business aids are made available by State and community bodies, by private business and other groups, and by a number of Federal agencies.

Important among the latter is the **Department of Commerce**, particularly the Division of Small Business of its Bureau of Foreign and Domestic Commerce. In 26 field offices throughout the country, extensive collections are maintained of regular publications and special reports on business. Prospective and new businessmen are furnished with the latest information on current operation and on economic and commercial trends, and are invited to discuss their special problems with skilled business consultants. Particular care and attention are given to veterans interested in business.

Early in 1944 the Bureau of Foreign and Domestic Commerce prepared for the War Department a series of books on establishing and operating small business and service establishments in fields ranging from grocery stores to laundries and building contracting. Originally distributed only to the armed forces by USAFI, these books are now being re-edited for and made available to the general public. Of the 19 books in preparation, three are now ready for sale: two specific ones, on how to establish and operate a metal working shop or a shoe repair business, and one general one, "Establishing and Operating Your Own Business." The books will sell at prices from 35c to 50c a copy, through the Superintendent of Documents, Washington 25, D. C.

The **Reconstruction Finance Corporation** has extended its small-business loan program to include servicemen and women returning to private life, to assist them in reestablishing business operations which they were forced to liquidate or turn over to others on entering the service. Applicants are expected to show prior business experience, to have a proper amount of capital, and there should be a sound economic need for the business. In most cases, the loans will be made and serviced by local banks or other financial institutions, with appropriate participation bv the RFC. In instances where sound business loans at prevailing rates of interest cannot otherwise be obtained, the veteran should apply to the RFC direct, through one of its regional Loan Agencies.

The **Department of the Interior** says that its various postwar projects, already authorized and proposed, will

* Under Sec. 902 (b) of GI Bill and other pertinent provisions, when and if the net earnings of a full-time, self-employed eligible veteran fall below $100 in any month (up to a total of 12) occurring within two years from the end of the war or his separation, whichever is later, but not later than five years after termination of the war, he is entitled to receive as a "readjustment allowance" the difference between his net earnings for the month and $100.

How Navy Veterans Can Get Postwar Training for Civilian Jobs

Many men in the Navy are now giving serious consideration to the business of getting a job after they leave the service. In making plans it should be remembered that frequently skills acquired during naval service have a conversion value in terms of civilian jobs (see "Cashing in on Navy Skill," in last month's ALL HANDS, p. 16). This is particularly important for those men who had no job experience prior to enlistment in the Navy, for those whose former jobs no longer exist, and also for those men who do not wish to return to their former jobs.

One method whereby Navy men can train themselves for a trade is through the system known as Apprentice Training. These programs provide a work-and-learn type of occupation for pay. You earn as you learn. There are thousands of such programs operating all over the United States and indenture agreements can be and are being worked out with employers throughout the country.

Here's how it works:

Suppose you're a carpenter's mate discharged from the Navy. You go to your local United States Employment Service office, where you talk with the Veterans Employment Representative. You explain that you want to indenture yourself as an apprentice. The veterans' representative and the Federal Apprentice Training representative get together and arrange for you to interview a prospective employer.

If everything looks O. K. to you, you and your new employer sign an indenture agreement which is satisfactory to any labor organization involved, whereby the employer agrees to provide so many hours of varied work experience designed to make you a journeyman mechanic, provided you do your part conscientiously, over a period of years. Provisions are likewise agreed upon whereby you get so many hours of related instructions in the theory involved in the trade.

If both parties carry forward their portions of the agreement you are now on your way to becoming a journeyman carpenter.

Now as to pay:

You get apprentice wages, also covered in the indenture agreement, whereby your wages go up automatically at the end of specified time periods, assuming that you have done your part and your usefulness to your employer has increased.

To these wages may be added your subsistence under the GI Bill of Rights, if you are an eligible veteran. Your wages and subsistence combined, however, must not exceed journeymen's wages for the trade. When they get to that point, the Veterans Administration may reduce your subsistence to keep you within the limit.

A veteran with a pensionable service-incurred disability may elect, instead of the GI Bill benefits, to have his pension increased during training (to $92 a month if single, $103 if married, plus $5.75 extra for each child, $11.50 for each dependent parent). Again, wages plus pension must not exceed the journeyman wage rate, but the pension may not be reduced below the amount awarded for disability.

The two incomes—wages and Government allowance—together make a pretty respectable income. For example; suppose the apprentice wage is 65¢ an hour. On the basis of a 40-hour week, 40 hours times 65¢ an hour equals $26 per week to begin, or a monthly wage of about $113. Add $50 subsistence under GI Bill (if single) and you have a monthly income of $163 to start. Or add $75 if married and you are getting then $188 a month—*as an apprentice.*

From there on your wages go up regularly until you are a fully qualified journeyman and earning the full wage rate for your particular trade.

Another feature to be considered is that it is possible to have your Navy in-service training and experience evaluated in order to indenture yourself with advanced standing—if your training and experience are related to the civilian trade of your choice. For this service see the Educational Services Officer at your station. If you can't find one, be sure to talk to the Educational Services Officer at your Separation Center. It may shorten your training time and get you a better rate of pay.

create many new business opportunities for veterans. "For every additional farm family settled on irrigated land," says the Department, "another family can find a good livelihood in new or enlarged villages or cities resulting from the development."

New sources of hydroelectric power, the Department points out, will similarly offer possibilities to private enterprises both in utilizing the electric energy and in producing and distributing electric appliances for the home, farm and industry.

Technical and scientific assistance to new and old business ventures are offered by the Department's Bureau of Mines and the Fish and Wildlife Service.

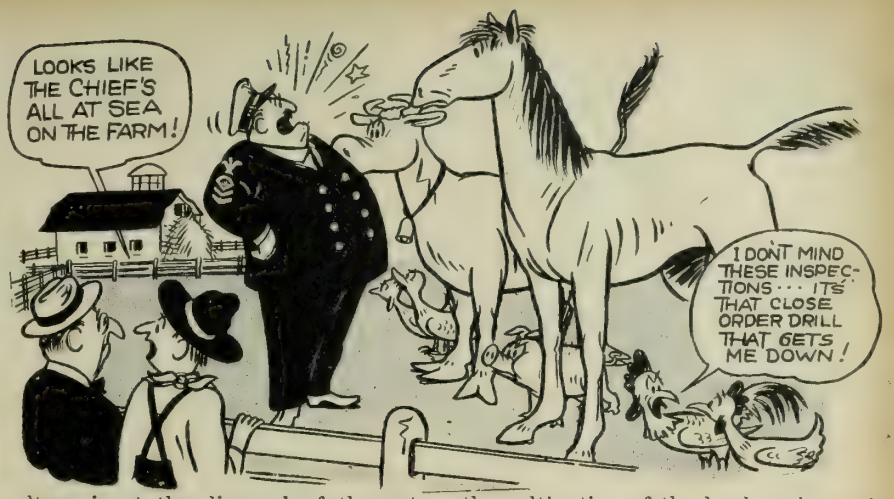
Veterans are accorded a 90-day preference in the lease of five-acre sites suitable for some forms of small commercial enterprise under conditions fixed by the Secretary of the Interior.

Getting a Farm

Farm ownership and operation will be the postwar enterprise of many servicemen returning to civilian careers. The GI Bill provides for guaranty by the Veterans Administration of 50% (up to $2,000) of a loan to an eligible veteran to be used for purchasing land, buildings, livestock, equipment, machinery or implements, or in repairing, altering or improving buildings or equipment to be used by the veteran in farming operations, provided there is "a reasonable likelihood that such operations will be successful" and that the purchase price does not exceed "reasonable normal value." The loans must be repaid in 20 years, at not more than 4% interest (Veterans Administration pays the first year's interest on the *guaranteed* portion of the loan).

The Bankhead-Jones Farm Tenant Act administered by the Farm Security Administration of the **Department of Agriculture,** authorizes loans for the full purchase price of family-type farms, and for necessary repairs and improvements thereon, at 3% interest, repayable over 40 years. Eligibility of applicants is determined by a committee of local farmers. Congress earmarked 25 million dollars of this year's farm ownership funds for World War II veterans. Loans may be obtained for operating equipment and other purposes from the Farm Security Administration and under various other programs administered by the Department of Agriculture.

All the vast scientific and economic information on agricultural subjects amassed by the Department of Agriculture is at the disposal of the veteran considering farming as a lifework, or seeking guidance in selecting or operating a farm. Through its Extension Service, moreover, veterans' advisory committees of successful and experienced farmers, thoroughly familiar with local conditions and opportunities, have been set up in nearly all the agricultural counties of the nation. These committees freely give their advice and help to returning servicemen, provide information on local opportunities for farm employment and on farms available or soon to be available for sale or lease. Local county agents also provide pamphlets which discuss the things to look for in buying a farm, what kind of farm to buy for different kinds of farming, and what it takes to make a living on a farm.



The irrigation and other reclamation projects of the **Department of Interior** continuously are bringing into cultivation new and fertile farmland available to veterans as well as others. A total of 415 irrigation projects are expected to create 154,700 new farms, as well as making possible 38,600 farms on land which now has to be cultivated in large uneconomic units because of inadequate water. These projects will not all be opened up at one time, so veterans who wish to establish themselves on this land will have to exercise some patience.

Some of the newly irrigated land, all of which is located in 17 Western states,* will be on the public domain, but most of it will not. A bill recently introduced in Congress (H. R. 520) proposes a 90-day priority for veterans in filing applications to purchase farms on this land.

Disposal of newly irrigated land that is part of the public domain is governed by the homesteading laws. Applicants must have a minimum of $2,000 in cash or livestock and farm equipment, or equivalent assets sufficient to develop the farm. They must also show that they are in good health, and have had at least two years' experience in farming, preferably irrigation farming.

No public land has been set aside specifically for homesteading by veterans. However, veterans do have certain advantages over others. One of the main requirements normally is 3 years' actual residence on the site before obtaining final title to it; also, the building of a habitable dwelling, the cultivation of the land, and certain other details.

A veteran however may receive credit for up to two years of his armed forces service toward the three-year requirement. Veterans also enjoy a 90-day priority in filing applications for settlement on public land classified for that purpose at any time until 27 Sept. 1954, as well as on applications for lease of small sites. Veterans with service-incurred disabilities may also be exempted from some of the requirements above.

For information as to land settlement, homesteading, etc., write to the Commissioner, General Land Office, Washington 25, D. C.

The Peacetime Way

This summary has discussed some, but not all, of the services valuable to veterans offered by and through Federal agencies. But being a veteran is not your only status in life; as a citizen you also have considerable protection and help from your Government. The following quotation from the Federal Security Agency was written concerning its own programs, but it applies as well to other programs of aid to the soldier-citizen from the agencies established by his government:

"As they return to their own communities, veterans and their families share with other citizens in general services for health, education and security. . . . Veterans' benefits represent what Woodrow Wilson once called the 'payment of a draft of honor endorsed by every citizen when the United States took these men to fight the battles of the Nation.' Taking into account the inestimably greater hazards and sacrifices of servicemen, they are probably more liberal than related provisions for the people generally. But they do not differ in purpose. . . .

"Since veterans' benefits are designed to meet special circumstances resulting from war, certain time limits apply to them, whereas our general programs are continuing and still in process of development. . . . Since the protection of our basic program is permanent, it thus becomes relatively more important as he builds up a peacetime way of life for himself and his family."

* Ariz., Calif., Colo., Idaho, Kans., Mont., Neb., Nev., N. Mex., N. D., Okla., Ore., S. D., Tex., Utah, Wash., Wyo.

Official U. S. Navy photographs

DRILLING PLEBES don't show famous Annapolis precision—but they soon will.

CENTURY OF SERVICE

U. S. Naval Academy Begins Its Second 100 Years As Its Graduates Bring Navy Through Fifth War

By Lt. James F. Kieley, USNR*

THIS MONTH the United States Naval Academy at Annapolis observes its 100th anniversary as the Navy shakes down after the greatest of the five wars in which it has participated during the life of the institution on the Severn. During the century since its establishment in 1845 the Academy has graduated 17,544 midshipmen.

The Naval Academy was established partly to meet the urgent demands of war upon the service. Trouble with Mexico was definitely brewing when the Polk Administration took office in 1845. The new Secretary of the Navy, George Bancroft of Massachusetts, undertook general rehabilitation of the naval service in preparation for impending hostilities. One step in this program was the establishment of an institution to provide uniform training on shore for future naval officers.

The need for formalized, systematic training of naval officers had long been felt, however. While the Army had regularized its officer training with the establishment of the Military Academy at West Point in 1802, the Navy continued to train its midshipmen principally through a rough and tumble apprenticeship at sea.

Moreover, many youths of poor promise were entering the service to receive this training. Some, of course, were good material, and a few became outstanding. But the system provided no flow of uniformly trained, high-caliber officers to the naval service. Its defects were sharply pointed up in the minds of the public by the incident of the mutiny plot in the USS *Somers* perpetrated by an acting midshipman who, with two other members of the crew, was hanged at the yardarm of the brig on the high seas. The fact that Acting Midshipman Philip Spencer was the son of Secretary of War John C. Spencer and a nephew of Capt. William A. Spencer of the Navy resulted in the most widespread publicity on the case. The commanding officer of the vessel, Comdr. Alexander Slidell Mackenzie, USN, was subjected to investigation by a court of inquiry and trial by court-martial and in both instances was acquitted. The case went on, however, as Secretary of War Spencer attempted to press charges of murder against the officer in the civil courts, and Mackenzie almost exhausted his personal resources in defending himself.

Public apathy was in some measure responsible for the delay in establishing a naval academy in this country. The Continental Navy, which had been organized in 1775 to fight the Revolutionary War, was ultimately disbanded and the United States Navy was established by a scant majority of two votes in Congress in 1794.

In the years of peace and leisure following the Barbary Wars and the War of 1812 the service settled down to an unexciting existence during which its widespread public confidence gradually declined. In many quarters there developed instead a feeling of apprehension and distrust. From various parts of the world where United States naval vessels called came reports of brawls involving

* Co-Author of the new centennial history, "United States Naval Academy: The First Hundred Years," published by Whittlesey House, New York.

American naval officers and midshipmen, of dueling, and generally reckless conduct. Some captains acquired reputations for unscrupulous dealing not only in their personal affairs but in official business of the Government.

It was the age also of extreme brutality aboard ship, especially in the merchant service, but in the naval service to some extent as well. There were instances reported in which commanding officers did not hestitate to enforce their orders with their fists, and the cat-o'-nine-tails laid raw the backs of men accused of a variety of offenses.

Often contending with such conditions as these, midshipmen found themselves largely on their own in attempting to learn the profession of naval officer. School-masters were provided in large ships of the line to teach midshipmen's classes in navigation and mathematics, but in smaller vessels the chaplain was expected to undertake as best he could to give such instruction. A midshipman's many duties left little time for study, and frequently he would find himself hurriedly called out of class to climb the rigging when sail had to be reefed.

In view of this history, Secretary of the Navy Bancroft recognized the Navy's methods of training its future officers as one of the main weaknesses of the service. His objective in providing for the uniform education of midshipmen was to establish an institution on shore where these young men might spend several years in regulated study, under strict discipline, before receiving their commissions.

ANNIVERSARY PROGRAM

The 100th anniversary of the founding of the Naval Academy will be marked by a week of colorful ceremonies at Annapolis, beginning on Sunday, 7 October, and reaching its climax, the following Saturday with the Navy-Penn State football game and the Midshipmen's Hop at Dahlgren Hall.

A memorial service for Academy graduates who have given their lives for their country will be held in the Chapel at 1030 Sunday.

On Wednesday, special events will mark the anniversary of the commissioning of the Academy at 1100, 10 October, 1845. These will include dedication of a memorial stone, a brigade review featuring Guards of Honor of three platoons dressed in uniforms of the periods 1845, 1870, and 1890, and a formal stag dinner in Memorial Hall. The speaker at the dinner will be Rear Admiral Wat Tyler Cluverius, USN (Ret.)

In proposing to organize a naval academy, Bancroft was undertaking to do what other Secretaries of the Navy, and Presidents of the United States as well, had failed to accomplish through repeated attempts for nearly 50 years. But the astute politician from New England proved himself equal to the problem of overcoming not only a certain prejudice within the service to the academy idea, but also the reluctance of Congress to provide funds for the project.

George Bancroft came to Washington with his reputation as an able political leader well established. He was in the middle years of a long life which brought him honor not only as an educator and historian, but as a statesman and diplomat as well.

In more than a dozen years of active campaigning with the Democrats against the Whigs in his native state, Bancroft had learned well the intricacies of political maneuvering. He projected himself into the national field in 1844 when he was instrumental in securing the nomination of James K. Polk on the Democratic ticket as the first presidential dark horse in the history of the country. With Polk's election, he was rewarded with his appointment to the Cabinet.

The *Somers* mutiny, still fresh in the minds of everyone at the time Bancroft took office, recalled the long controversy over the naval academy question which had occupied elements inside and outside the naval service since the turn of the 19th century. Many naval officers clung to the idea that the deck of a ship was the only place to train for a commission. Many people outside the service objected to the academy idea because they were opposed to a strong navy.

The consistent refusal of Congress to appropriate funds for a naval academy had held schooling ashore to a minimum. Instruction in mathematics and navigation was given at the Washington Navy Yard as early as 1803,

EX-ENLISTED MAN on the right, thanks to sea service, is far ahead of most of his classmates in signalling skill.

WOODEN SHIPS and iron men tradition has useful place in Naval Academy's modern seamanship classes.

Official U. S. Navy photographs

PEACEFUL SITE OF ACADEMY is a far cry from war-ridden seas where its graduates practice their profession.

and a few midshipmen took advantage of their idle time between cruises to attend classes offered by small, private schools which had been opened near several navy yards. The Navy Department organized a school aboard the *Guerriere* at Norfolk in 1821, and later established others in New York and Boston. Not until 1839, however, was a school provided where midshipmen might spend as much as an academic year of eight months preparing for their examinations for promotion. It was somewhat along the lines of this institution, conducted at the Naval Asylum, a home for aged seamen near Philadelphia, that the academy at Annapolis was organized.

In 1839 the weary proponents of the naval academy at last found the most compelling argument of their long campaign. Steam was introduced in the Navy. This meant that the age of wooden ships was passing as surely as were the crusty old commodores and captains who had made it famous.

Departing from the well-worn paths of previous efforts to establish an academy through appeals to Congress, Bancroft approached the problem from a fresh viewpoint. He reasoned that he ought to be able to bring such an institution into existence through the authority of his own office.

The Secretary found that the Navy had on its payroll 25 teachers, for whose salaries an appropriation of $28,272 had been made. This fund was marked simply for "instruction." He discovered further that since the teachers were paid only while actually employed, any desired number of them could be placed on "waiting orders" with a consequent saving in the instruction fund. He also found that he had authority to require midshipmen detached from their vessels at the end of a cruise to wait at any designated place for further orders. He reasoned, then, that he could set up an academy by placing most of the Department's teachers on waiting orders, retaining several as the faculty for the new school, and using what remained of the fund for other expenses connected with the project. He could also detach midshipmen from their ships as they came in and send them to the academy on indefinite orders.

One of the most important problems to be solved was that of bringing about an agreement between the elements of older and younger officers in the service on the question of an academy. Bancroft approached this by addressing a letter to the Naval Board of Examiners as it went into session at the Naval Asylum School in Philadelphia in June 1845 to pass on the fitness of midshipmen for promotion. This body represented the older officers in the service who might be expected to hold the most conservative views on the question of officer training. In somewhat flattering terms the Secretary asked it to assist him "in maturing a more efficient system of instruction for the young naval officers."

The Board responded by making an exhaustive study of the subject and submitting a detailed report with a proposed curriculum.

Bancroft's next move was to turn this report over to another committee of officers representing the younger element in the service, for review and recommendation as to the site of the school and the personnel of its faculty. This committee recommended the Annapolis site and named three professors who were already serving on the staff of the Naval Asylum School at Philadelphia. Thus the Secretary succeeded in aligning both elements in the service in favor of his plan.

There remained, then, the matter of getting Fort Severn transferred from the War Department to the Navy Department. Since it happened that Bancroft was serving as Acting Secretary of War as well as Secretary of the Navy at the time, the transaction was effected without difficulty. Moreover, the whole scheme had President Polk's approval.

As the academy's first superintendent Bancroft chose stern Comdr. Franklin Buchanan, whose reputation and record of 30 years of competent service impressed the Secretary. Buchanan opened the school on 10 Oct 1845 with an address to the 50 or 60 midshipmen who comprised the first body of students. Then the faculty

took over and a century of hard study at Annapolis was begun.

When Congress returned that fall from its summer recess it was presented with the annual report of the Secretary of the Navy giving an account of the establishment of the academy. Opponents of the idea in Congress gave up, and approved an appropriation to continue it.

Hardly had the academy got started when war broke out with Mexico. It brought an end to Superintendent Buchanan's administration 17 months after the opening of the school when he was given a command at sea. Two passed midshipmen, to whom a monument was erected on the academy grounds, were lost with the ill-fated brig *Somers* off Vera Cruz in 1846.

The most trying times at Annapolis were during the Civil War when the first class was immediately ordered to sea duty. The break between the North and South caused a division in loyalty among both officers and midshipmen of the Navy. Many friendships made at Annapolis were broken, although some of then were repaired after the war. Among those leaving the service to fight with the Confederacy was the academy's first superintendent. Buchanan, then a captain, was at the time in command of the Washington Navy Yard. He was commissioned a captain in the Confederate States Navy, saw considerable action in the war, and commanded the squadron which opposed Farragut at Mobile Bay. Buchanan became an admiral and the ranking officer in the Confederate Navy.

Photograph from Press Association, Inc.

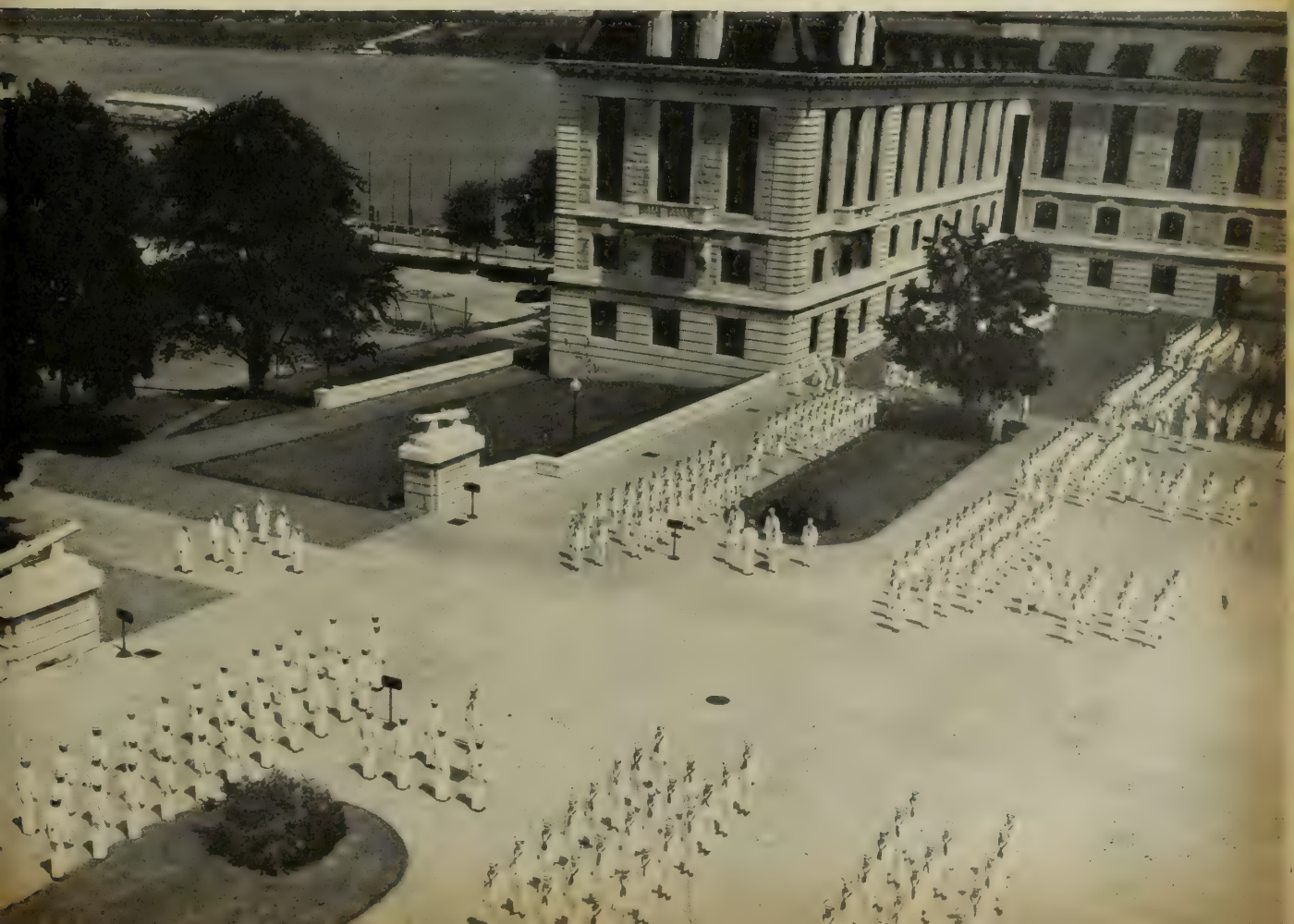
BILLY X, GIFT OF Fredricksburg, Texas, is new Naval Academy mascot. Welcomed officially by Vice Admiral A. W. Fitch, USN, Superintendent, on 15 September, the goat follows in the tradition of Billy I, who was introduced at the first Army-Navy game in 1890.

The very location of the Naval Academy placed it in potential danger at that time. The site was strategic. The buildings and equipment, and the vessels moored off the school, constituted a valuable prize. Mob attacks on Federal troops in nearby Baltimore necessitated transfer of the soldiers to Washington by land and water via Annapolis. This brought the war so close that the Navy Department ordered transfer of the school to Newport, Rhode Island, in the spring of 1861. The midshipmen made the trip in the USS *Constitution*, "Old Ironsides." The school was returned to Annapolis in 1865.

The Spanish-American War, which produced Dewey's brilliant action at Manila, was the first in which the Navy's part was conducted by Academy graduates. In the first World War the Academy provided the leadership of Sims, Rodman and Bristol, as it has that of King, Nimitz, Halsey and many others in World War II.

In a century the Naval Academy has grown with the Navy from the age of frigates firing their broadsides in close encounters to the present day of hard-hitting task forces which can send their aircraft hundreds of miles in search of entire enemy fleets. The midshipmen of the Academy as it begins its second hundred years will one day occupy important billets of command in the fleet of the world's greatest sea power.

PLEBE MIDSHIPMEN LINE UP for three daily inspections in front of historic Bancroft Hall, their "home port."



LONE WOLF PROWLERS

Strong and Tough, Privateers Did Plenty Damage While Doing Their Job as Long-Range Search Planes

GROUND CREWS stared incredulously as the huge wounded warbird sighed down from the sky. The whole belly of the plane had been ripped out. From the field, you could see the crew clinging to the insides of the gutted ship. But she landed, smooth and sure, on the coral strip.

As the crippled PB4Y-2 panted to a halt on the runway, breathless unbelieving observers dashed up, machine-gunning questions at her crew.

Explained Ens. Robert A. Littman, USNR, the navigator:

"It was this way. We were strafing a freighter when there was a terrible rip-tearing noise through the plane. The mast of the ship had blown up into our belly. The mast took out the deck. All the crew could do was to hang onto the sides from straps."

All of the plane's instruments had been lost except the air-speed indicator and a magnetic compass. Yet Lt. C. E. Miller, USNR, the pilot, was able to bring her back to her Okinawa base 500 miles away and make a perfect landing.

This, of course, was not typical of PB4Y-2 homecomings . . . but it does typify the toughness of these planes and their crews who, serving as eyes and ears for the fleet, covered the Japanese waterfront during the war.

Aptly named the Privateer because it usually prowled the clouds as a lone wolf, the land-based PB4Y-2 played an important role as the Navy blockaded the Jap home islands and lambasted them in preparation for the knockout blow. It was the answer to the Navy's need for a long-range search plane and advance guard for its carrier task forces.

The Navy long has pioneered in patrol planes with great range. It was, for example, a Navy seaplane—the NC-4—that made the first transatlantic flight back in 1919. With the years, BuAer carried on the development of the seaplane and, as a result, our long-winded scouting craft turned in magnificent records from the very start of this war.

But as we carried the flight ever closer to the Japanese home islands it became evident we would need a search plane with more staying power and with more punching power. Little Vought Kingfishers and versatile Consolidated Catalinas did their best to keep the fleet informed of enemy movements, but they were comparatively slow and had light firepower. We needed a plane that could penetrate the furthest reaches of the vast Pacific, ferret out the enemy in his remote haunts, stay with him or sink him, and then fight its way home.

Closest thing to this seemed to be the Army's Liberator, the mighty four-motored cousin of the Flying Fortress. Slightly converted to Navy needs, these Liberators were designated PB4Y-1s. They did yeoman work as "thousand-mile" eyes of the fleet, shot down many Jap reconnaisance planes and sank ship after ship. But BuAer still wasn't satisfied. It wanted greater search efficiency, more fuselage space and heavier armament.

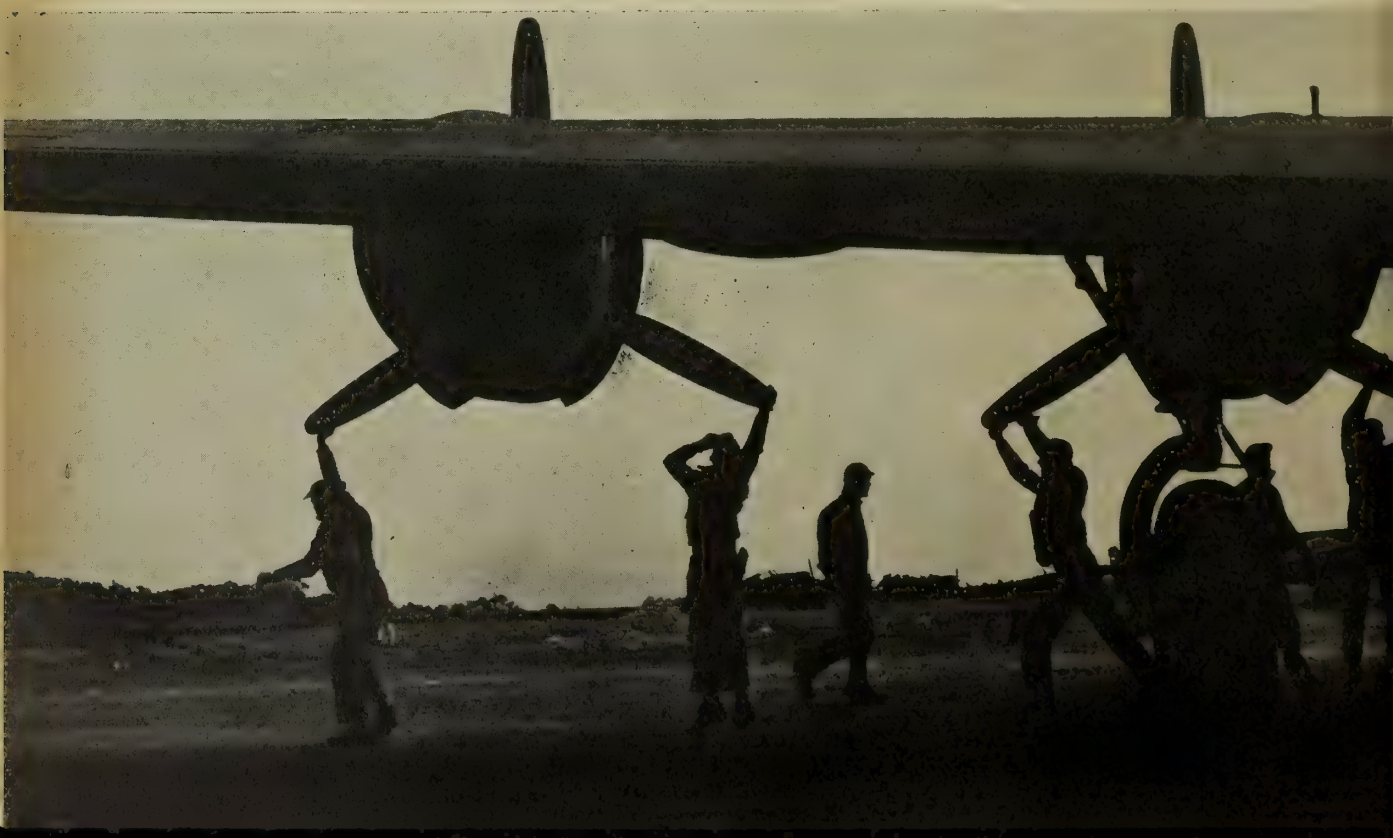
And in May 1943, the dream plane came to life on the drawing boards of BuAer and the Consolidated Vultee Aircraft Corp. The engineers had started off with the PB4Y-1 as the basic design, but so radical were the changes that an entirely new airplane had developed whose only important resemblance to the old Liberator was its long narrow wing.

Dominating feature of the PB4Y-2 is a huge single fin and rudder. The twin platters of the B-24 tail have disappeared and the tailplane tapers on both edges. The Davis wing was retained, but a seven-foot extension was added to the fuselage forward of the wing so that the plane now has a much longer nose. Nearly all of this added space was used for new radio and navigational equipment.

The new patrol bomber can fly well over 3,000 miles and stay in the air 20 hours. To increase her staying power, BuAer's engineers re-designed the bomb bays to hold several combinations of auxiliary fuel tanks, bombs or depth charges, depending upon the mission planned.

The Privateer packed a powerful punch. She has six power turrets, each housing .50-caliber machine guns, and she can tote a load of bombs equal to that carried by her Army brother, the Liberator, or by the Flying Fortress. Just recently, too, something new was added . . . a rapid-fire cannon stuck in the nose.

Such armament made the Privateer an awesome attack weapon, but its



most important task continued to be search . . . whether it was spotting a shotdown flyer and giving him fighter cover until a Dumbo arrived, as one Privateer did for a be-raft Army pilot off Iwo Jima; or spotting a sizable Jap fleet, as one did in the Surigao Straits in the Philippines.

It was up to the Privateer to keep the fleet informed on every move the enemy made by land and on the sea; and at the same time, it was her job to shoot down any Jap snooper plane that was trying to spy on U. S. ship movements. Each plane was assigned an area to cover, much the same as newspapers assign reporters to "beats" like police headquarters, criminal courts, city hall, etc. Of course, if any targets presented themselves, like ships or shore installations, the Privateers, always itching for a fight, went after them.

Proof that the Privateers carried out all of their assignments with near perfection is provided in statistics recently released on the activities of Fleet Air Wing 1. Planes of this organization were officially credited with the following damage to the enemy over a four-month period:

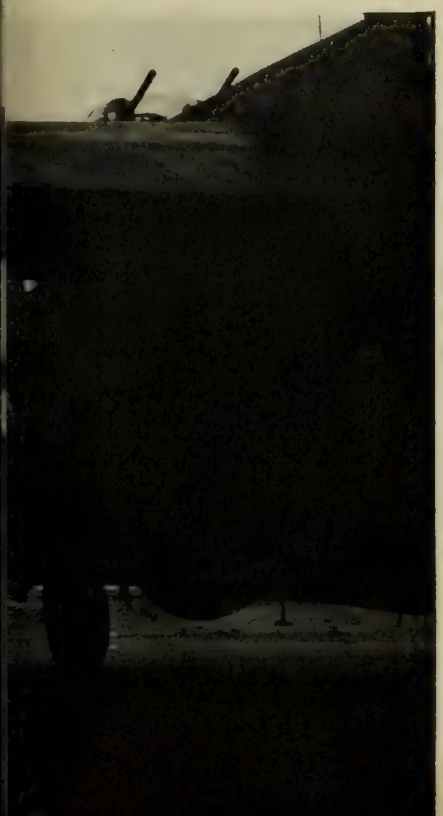
Ships sunk	159
Tonnage of ships sunk	145,855
Ships damaged	194
Tonnage of ships damaged	138,980
Planes destroyed	41
Planes damaged	29

In addition, Fleet Air Wing 1 planes:

- Disrupted rail traffic in southern Korea by bombing and strafing key rail lines.
- Made many destructive strafing and bombing attacks on radio and weather stations along the China and Korean coasts, as well as in the Nansei Shoto and Empire.

Official U. S. Navy photographs

DOMINATING feature of Privateer is big single fin (above). Its wing is like Liberator's as can be seen in photo of flyers pulling through props (left).



- Laid mine fields in enemy waters, seriously delaying and diverting critically needed shipping.
- Destroyed shipyards and installations in the homeland by raids on small shipbuilding plants on Shikoku.
- Threatened all the enemy's shipping from China and Korea to the Empire, forcing increased employment of escorted convoys.

Much of the terrific toll taken by Fleet Air Wing 1 was credited to the Privateers. For instance, in one day alone, 6 May, Privateers sent to the bottom 19,000 tons of Jap ships and damaged others of 9,000 tons. Included among the ships sunk were a large tanker, a smaller tanker, a large freighter-transport and a small freighter-transport. Damage was done to another large oiler, two medium cargo craft and two small cargo-transports.

What probably is a record score for a single plane on a single mission was racked up by the Privateer piloted by Lt. Robert E. Vadnais, USNR, of Portland, Ore. This plane wiped out two Jap shipyards and sank or burned more than 20 freighters in a single, sustained attack up and down the Kapoeas-Kegil River and in Pontianak Harbor along the west coast of Borneo. The plane was on the outward leg of what had been scheduled as a routine patrol when it came upon three shipyards, half-concealed in one of the river bends. The ways were jammed with vessels under construction. Freighters rested at anchor in the deep stream. A large enemy schooner stood by for final fittings.

In an hour-long assault this is what the Privateer did:

- Blasted two of the yards with incendiaries, setting fires that were visible for 70 miles.
- Machine-gunned, bombed and sank four freighters, the schooner and six power launches in the channel.
- Fired nine other freighters, all of which were left burning heavily, smoking and wrecked.
- An estimated 16 unfinished freighters were destroyed completely in the shipyards.

During the hour's attack, Lt. Vadnais maneuvered the big plane through a series of aerial calisthenics that in-

THEY COULD TAKE IT, Privateer flyers showed as they sat out Jap air raids on Okinawa's Yontan airfield (left, above). And their planes could take it too. One (right) brought back a length of Jap hawser from a mast-top attack.

cluded more than a dozen bombing and strafing runs at tree-top level.

Another plane racking up a high score was the one piloted by Lt. John W. Holt, USN, of Coward, S. C., who sank or damaged 15 Jap ships totaling 25,471 tons in a single month operating from the Philippines. Five times his rugged Privateer was damaged by antiaircraft but each time he got her home safely.

He drew his first blood in the China Sea-Formosa area on his first Privateer flight when he spotted three merchant ships and three DEs. He attacked at masthead level in the face of fierce antiaircraft fire. His first bombs missed, but his machine guns started a fire on one of the DEs. Then he circled the convoy, strafing all the while, and suddenly one of the freighters—apparently an ammunition ship—blew up directly beneath his plane. It caused considerable damage to the Privateer and Lt. Holt regretfully had to withdraw from the battle.

On another mission, he sank three barges in a 14-ship convoy off Miyako Jima Harbor before ack-ack from escort vessels and shore batteries shattered the Privateer's instrument panel and forced it to retire.

Later, along the China coast southwest of Canton, Lt. Hold strafed a medium-sized freighter-transport and a gunboat although his plane was hit again by ack-ack. On another occasion, Lt. Holt's Privateer suffered slight damage while it was teaming up with another search plane in sinking a small freighter along the China coast near Hangchow. On this same mission, Lt. Holt destroyed a twin-engined bomber.

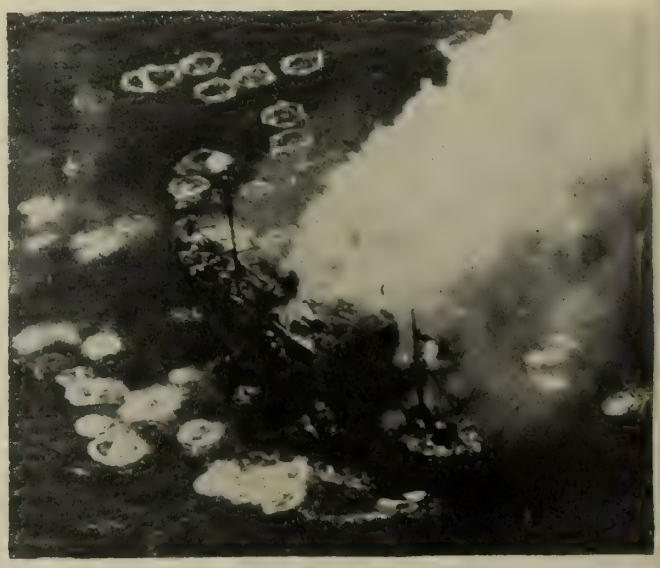
The fifth time that Lt. Holt weathered enemy gunfire was near Matsu Island where he sank a medium-sized freighter and two smaller ones.

His luck finally ran out, however, and the next time he went up he didn't return. He is now listed as "missing in action."

It wasn't often that Privateers failed to get back. All told, Fleet Air Wing 1 lost only six to enemy action . . . and the crew of one of these was rescued. Bombing as they did at masthead level all the time, Privateers took grave chances . . . but they could take it. For instance, Fleet Air Wing 18 proudly tells of a Privateer piloted by Lt. William R. Hazlett, USNR, of Smicksburg, Pa., that pressed home successful attacks against Jap shipping although she had:

- Ninety-eight holes, ranging from one foot in diameter to bullet-size, in her anatomy;
- Six inches blown off one propeller blade;
- Spikes and planking of an enemy ship lodged in her fuselage;
- One engine spurting oil;
- Another engine vibrating badly;
- And three bombs virtually blown out of her bomb bay.

It seems that just as Hazlett dipped the Privateer down for a strafing run on a 200-foot Jap cargo ship the enemy craft—evidently carrying ammo—blew up practically in his face. There was no chance of escaping the flaming debris and the Privateer was wrapped in flame and hurled up into the sky from 75 feet



Official U. S. Navy photographs

AND THEY COULD DISH IT OUT, whether it was mess before going out on patrol (left, above) or a low-level attack on Jap shipping (right). In a four-month period Fleet Air Wing 1 Privateers sank 159 Jap ships, damaged 194.

ON THE PROWL, Privateers, like the one picking up mail from a seaplane tender (left, above) ranged for hunting the enemy. It was rugged on the engines, which mechanics overhauled in the open air on Okinawa (right).

to 500 feet. But instead of scooting for home, the battered Privateer stayed to strafe and leave dead and smoking in the water a large seagoing Jap tug and two heavily laden barges. Only then did the plane, fittingly named "Lady Luck," head for home . . . and for the scrap-pile, which was all she was fit for when they set her down.

Lt. Comdr. Arthur F. Farwell Jr., USNR, of Pensacola, Fla., who on one occasion destroyed an entire convoy of six luggers, holds the somewhat luckless distinction of being forced to "ditch" two Privateers. The first time it happened there were 13 men—instead of the crew-sized 12—aboard and it was Friday the 13th! They had just completed a tame patrol in which they had to be content with disposing of one enemy coastal merchantman and they were only two miles from base when the engines started coughing. Out of gas, Lt. Comdr. Farwell had to make a dead-stick landing on the water. Despite the blackness of the night, the landing was perfect and all of the crew scrambled out unhurt. However, they had time to break out only one life-raft. Farwell directed his aircrewmen to pile aboard it, while he and his fellow-officers clung to the sides. Sighed the plane's executive officer, with that inextinguishable sense of humor which distinguishes American fighting men:

"Look . . . my first command at sea . . . and I'm not even aboard!"

Not long afterwards, Farwell and the very same crew were flying over the rugged Korean coastline when they spotted a large Jap convoy. Down to mast-level swooped the warbird. In two strafing runs it sank one ship. A 500-pound bomb took care of another. At that moment, a Jap Val popped out of the clouds and, welcoming the diversion, Farwell gave chase and shot it down. Back to the convoy, he heturned to finish what he had started. He brought the Privateer down to mast level again and strafed three of the ships. But she was pressing her luck just a litle too much: bursts of flak caught her in the vitals and knocked out the hydraulic system. They couldn't jettison their bombs. Nor lower the flaps. Nor close the bomb bay doors. They hit with an awful smack . . . and the plane sank in seconds. But, fortunately, everybody managed to scramble out safely . . . the last man being Ens. Tom Binford, USNR, a combat photographer who made the pictures on these pages. As he scrambled out one of the crew suddenly remembered that once again they had defied the 13-man crew jinx. As they clung to their lone raft in the bitter-cold Korean waters, one of them bellowed to Binford through chattering teeth:

"This is the last time we take 13 . . . you'll have to get a stowaway to ride with you if you want to come with us."

P. S. And damifhedidunt! About two weeks later, Binford was all set to go up with the same crew on another search when they made him get off the plane and "shanghai" another passenger!

Official U. S. Navy photographs

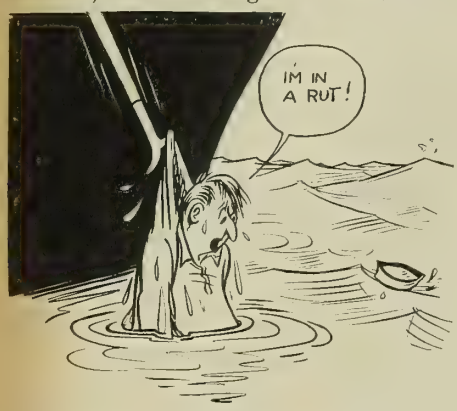
GOING AND GONE, bombs got plenty of attention at base. Before, patrol ordnancemen (left, above) loaded fat 500-pound bombs into the Privateers. Afterward, flyers (right) reported final disposition to intelligence officer.

BATTIN' THE BREEZE ON

Dunk, Dunk and Dunk

The American doughnut has nothing on Angus G. Kean, BM3c, Los Angeles, Calif. After three dunkings in the Pacific, Angus is ready to admit that he's a little over-zealous in his attempts to salvage material for the Navy.

On a recent tour of duty, a small motor-powered whale boat was sighted adrift and empty. As Kean's ship came alongside, he caught at the drifting craft with a boat hook. The ship, however, had not come to a complete stop and Kean was pulled over the side, still clutching the boat hook.



Climbing into the boat, Kean started the engine and took out after his ship. Along the way he spied a floating object in the water and lunged at it with the boat hook which he had managed to retain. This time he forgot to bring his own boat to a halt and he went over the side for his second dunking.

Kean and the small boat were recovered and the drifting craft secured for towing. However, no one thought to secure Kean. When one of his shipmates decided to shift the tow rope without having the ship stopped it tore out of his hands. Kean, standing by, made a grab for the end of it, caught it, and for the third time disappeared over the fantail with the line clutched firmly in his hands. When finally recovered he claimed "the boat was worth the trouble."

On Magellan's Lake

They call it the vast Pacific but it might well be Magellan's Lake as far as the only two brothers commanding U. S. aircraft carriers are concerned. They've found its 50 million square miles almost as friendly as their old neighborhood in Sioux City, Iowa.

After a separation of eight years, Captain John B. Lyon, USN, San Diego, and Captain Percy H. Lyon, USN, Sioux City, have experienced three successive reunions in the world's largest ocean.

Captain John Lyon, who had last seen his brother in 1937, tied up his *Independence*-class carrier at Alameda, Calif., shortly after assuming command. He learned that Captain Percy's support carrier was immediately alongside and they had their first reunion.

Shortly afterward, the brothers found their carriers berthed side by side at Pearl Harbor.

And a little later, heading for combat, Captain John's carrier was followed into a Pacific fleet anchorage by Captain Percy's ship. When Captain John's signalman blinked a message: "Why are you trailing me?" the answering signal brought about reunion No. 3.

Traveling by Raft

Many is the plane crew that's floated for days on the Pacific after ditching a crippled airplane, but there's one B-29 crew that maintains it has something of a record in the distance covered before rescuers arrived.

The crew was forced down somewhere east of the Japanese mainland and floated in rafts for 11 days. They had been all but given up for lost when persistent search pilots found them.

Winds and currents had carried the rafts more than 200 miles from the place where their plane had gone down.

Perry's Flag

The same flag Commodore Perry hoisted near Yokohama in 1853 for his interview with the Japanese commissioners was used at the Jap surrender ceremonies staged aboard the USS *Missouri* on 29 Aug 1945.

And the assignment to fly the faded 31-star ensign out to Admiral William F. Halsey Jr.'s Third Fleet fell to Lt. John K. Bremyer, USNR, of McPherson, Kansas.

Lt. Bremyer, on duty at the U. S. Naval Academy, witnessed the surrender ceremonies and then returned the flag to the museum at Annapolis. The flag was presented to the Naval Academy Museum by the late Secretary of the Navy Frank Knox on 29 March 1944.

Commodore Perry's flag also was the first to be raised over Japanese territory in World War II when it was hoisted on Gebh Island, Kwajalein Atoll, Marshall Islands, on 31 Jan 1944.

A Flying Rat

"Red" Grange in his fanciest days on the gridiron would look as though he had been tied to a goal post if compared to the exhibition of broken field running given by an airminded, seagoing rat aboard the heavy cruiser *San Francisco* during Western Pacific operations.

A reward of a quart of ice cream offered for his capture made no impression on this rat as he ran through a bunch of surprised sailors after "stealing" a ride in a Navy plane.

When Lt. (jg) Albert B. Allen of Meridian, Miss., pilot of an SOC, and his radioman, Elmer G. Pearson, ARM3c, of Reagan, Tex., went out on

THE 7 SEAS

a practice firing flight over Philippine waters recently, the rat got into the sleeve can under the wing.

He held his place after the sleeve had been released as a target for the ship's practice firing, was hoisted aboard again with the plane and was seen as he scampered out of hiding when the plane was returned to its normal position.

But this brazen little veteran of the Pacific rat-race is living on borrowed time. The men have vowed that he'll never get around to showing off his campaign bars to his city cousins.

Nary a Ruffle

The jamoke at breakfast couldn't have been that strong and they hadn't had a thing since that short beer on the last liberty before the present cruise.

So when the gun crews of the heavy cruiser *San Francisco* saw a flock of geese flying through the ack-ack they were throwing at Jap planes attacking heavily off Okinawa, they just rubbed their eyes and said out of the corners of their mouths: "Do you see what I see, Bud?"

But there they were, heading northward in an irregular wedge formation. Flying serenely through the heavy barrage, the birds refused to break ranks—and not a feather was ruffled by mankind's instruments of war.

Aunts in his Rants

Coastguardsman Darrah E. Brown of Aledo, Ill., has been aboard LSTs on D days at Guadalcanal, Bougainville, Saipan, Leyte and Okinawa. The other day he got a letter from an aunt. The dear little old lady wrote: "I hope you are happy and like your work—all the boys write they get good food and a good place to sleep aboard ship. Or are you still in the Coast Guard and have to be on shore?"

Miracle Man

Natives of Guam witnessed many miracles of construction performed by the Navy's construction battalions following American reoccupation of the Marianas base, but the miracle of miracles occurred for one 13-year-old native when a Seabee petty officer produced a complete Boy Scout uniform for him.

Produced it right out of a cardboard carton, fresh off a stateside freighter, which carried the precious cargo after Robert B. Burns, painter, second class (CB), had written to his wife in Erie, Pa., urging her to send him a Scout outfit.

Burns had struck up a friendship with Juan Beza, 13, who was a Boy Scout tenderfoot with an ardent desire to own a Scout uniform so that he could wear it at meetings, on hikes and at camporees. Burns knew these native youngsters had lived a pretty rugged life in the virtual slavery of labor battalions during Japanese occupation. As a former scribe for Troop 13 of Emanuel Baptist Church in Erie he also knew the value of Boy Scout training. So he promptly set out to realize the desires of his little native friend.

It remains to be seen whether even a Seabee can cope with the situation if and when Juan Beza organizes a whole Scout troop.

Roll Call

From Alaska, the District of Columbia, Guam, the Philippines, Venezuela and practically every state in the Union came the crew of the battleship USS *Nevada*. Statisticians, those curious people who always manage to turn up with odd facts, checked the *Nevada's* muster and found this fact: Every state was represented by a member of the crew except one. Yup. Nevada's the state.

Names

Dr. Payne, the dentist, may have been the butt of many a joke but his

lot was no worse than that of a Wave at Alameda, Calif., Ensign Charlotte Benson.

She welcomed her promotion to lieutenant, junior grade, because it ended the ribbing that accompanied repetition of her name—Ensign Benson. But when she finally was advanced in rank, Ensign Benson met and married a Lieutenant Scarlett. And now she is Charlotte Scarlett.

Tiny Alerts the Mighty

Mighty warships lying off Okinawa during the campaign for that Jap base were alerted one afternoon when a little LCI suddenly opened fire and blasted away at various points in the water.

One of the ships used its inter-com system to ask what the hell the small craft was shooting at.

"At little round objects that explode," came the response.

It developed that those "little round objects" were enemy mines.

Fan Mail

Seldom a mail call goes by without a letter for Edward A. Bourgault, SC3c, of Newton Center, Mass., like these:

"The kids has broke our good radio and there ain't no way to get it fixed. Please mail directions on how to make a 'Foxhole Radio' like the paper said you built. Pa is handy with tools and we like music at mealtimes."

"We read in the paper where you build a 'Foxhole Radio' out of scraps and old razor blades. We thought you might want some more blades so you could make radios for your buddies. So here's all the razors that have been used in this hotel in the past week."

". . . So when you come home on leave, Eddie, please stop in at our place at International Falls, Minn. We'll show you how fine your radio works on hunting trips."

It started when Bourgault, a member of a special Seabee stevedore battalion, constructed an ingenious receiving set from a few short wires and a razor blade. Word of his accomplishment went around and the story was published in papers in the States. Since then he has been swamped by letters from newspaper readers all over America. Requests for detail directions, says Bourgault, are the major part of his mail, "though now and then I run across a 'hot' one" like one from a junior miss who claimed "deep and enduring love" after seeing Bourgault's picture in the paper.

GLOBAL NAVY

Bombarding of Jap Homeland in Prelude to Victory Is Climax of U. S. Navy's Growth and Achievements

MIGHT and might compounded was the United States Navy's answer to Pearl Harbor, and that answer, composed in five short years, today sails the waters of the globe with the mightiest armada in all history. Having outstripped all other navies in 1943, the U. S. fleet has been busy outstripping itself, breaking all records for size and achievement.

Out of the naval doldrums of the '30s mushroomed our naval might:

On 1 July 1940 the Congress authorized the creation of the "two-ocean" Navy—a tremendous conception then but a small thing compared to the reality of today.

On 7 Dec 1941 the Japanese sneak attack at Pearl Harbor dealt the rapidly developing program a blow designed to wreck our naval strength but which actually spurred us to unbelievable achievements.

On 3-6 June 1942 the Japanese were decisively turned back at Midway by sea and air fleets that were gathering strength.

On 7 Aug 1942 with landings in the Solomons began the first real offensive in force.

On 19 Sept 1943 came official word that the United States had the mightiest surface fleet in world history, comprising more than 14,000 vessels, and the most powerful naval air force in the world, with more than 18,000 planes.

On July 1945 the bombardment of the Japanese home islands began with scarcely a shot fired in return. That achievement as a prelude to final victory completes the story of tremendous progress.

The cold statistics of this development are startling.

The 4,500 vessels of pre-Pearl Harbor days had become 91,209 of all types by 1 July 1945.

In the five years, 1,265 combatant ships were completed, including 10 battleships, 27 aircraft carriers, 110 escort carriers.

To man these ships, naval personnel expanded from 160,997 officers and men to 3,389,000.

Including the Marine Corps and the Coast Guard, personnel jumped from 203,127 to 4,036,901.

Ninety and one half billion dollars were spent—not quite two-thirds of the $138,600,000,000 which the Navy was authorized to obligate.

Tremendous new developments in naval warfare accompanied the expansion.

Carrier-based planes came into their own as a powerful arm of the Navy. At least 3,291 Japanese planes were destroyed by carrier-based fliers—more than half of the 6,077 Jap planes they engaged.

Amphibious landings—old as naval warfare—found incredible new techniques and assumed a paramount importance.

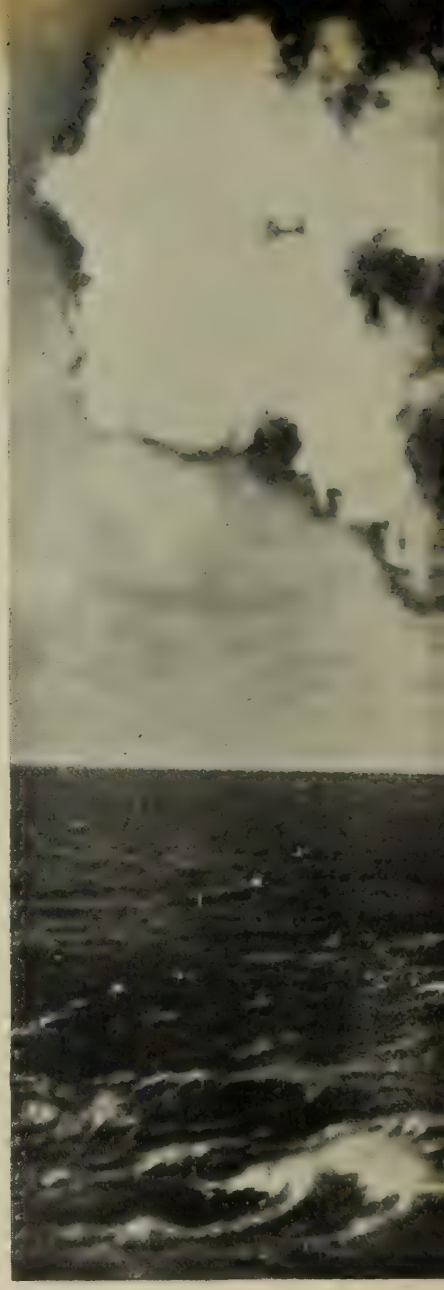
Technological advances kept pace with the increase in mere size.

Electronics, notably in the enormous improvements of radar, wrought revolutionary changes.

The firepower of guns installed on ships increased from 411 tons of projectiles per 15-second period to 4,500 tons.

Naval medical facilities expanded from 15 hospitals in the United States to 54, and its over-all bed capacity from 6,000 beds to 130,000.

The story of these accomplishments can best be told by the breakdown of the various phases of the Navy's program.



FIREPOWER of Navy has increase

Expanded capacity of industry and of Navy and private yards assured the production of the more than 90,000 vessels of all types required by global war.

At the same time, research and engineering genius built more speed and firepower into the traditional types of combat ships and developed new types to meet new problems of aerial and amphibious warfare.

During the rapid expansion, 109,999 vessels of all types were built, acquired or converted including 1,265 major combatant ships displacing 4,300,000 tons. This compared with 383 major combatant ships in the fleet five years ago.

These new combatant vessels included 10 battleships, four of which were of the 45,000-ton *Iowa* class; 18 aircraft carriers, all but one of which were of the 27,100-ton *Essex* class; nine small carriers of the *Independence*

Official U. S. Navy photographs

from 411 to 4,500 tons of projectiles per 15-second period. Naval bombardment became vital part of invasions.

class; 110 escort carriers; two large cruisers; 10 heavy cruisers; 33 light cruisers; 358 destroyers; 504 destroyer escorts, and 211 submarines.

Over the last five years the value of the Navy's new construction of all types of vessels was approximately $19,100,000,000 for construction and machinery and $4,800,000,000 for armor, armament and ammunition.

The Navy, meanwhile, lost 2,010 vessels, comprising 154 combatant ships, 45 minecraft, 99 patrol craft, 55 auxiliaries, 151 district craft and 1,506 landing craft.

The losses through August embraced one battleship (not including the *Oklahoma*), five carriers, six escort carriers, six heavy cruisers, four light cruisers, 70 destroyers, 10 destroyer escorts and 52 submarines.

Another 5,346 vessels, totaling 1,037,000 tons, were leased to our Allies. They included one light cruiser, 38 escort carriers, 92 destroyer escorts and nine submarines.

More than 15,000 vessels totaling 378,000 tons were transferred to the Army and other services.

On 1 July 1945 the Navy contemplated completing the construction of an additional 2,800,000 tons of ships during the next two and a half years. This included two battleships, nine *Essex*-class carriers, three large (45,000-ton) carriers, two small carriers, 26 escort carriers, one large cruiser, 22 heavy cruisers, 19 light cruisers, 86 destroyers, five destroyer escorts and 38 submarines. Some of these have been launched and others are practically completed. On 11 August the Navy announced stoppage of work on 95 vessels.

After the defeat of Germany, emphasis was placed on prompt completion of carriers, destroyers, and rocket ships under construction, and on the conversion of destroyers to picket boats. Simultaneously, the problem of repair demanded even greater urgency due to extraordinary wear and battle damage.

The most dramatic technical developments for modern ships were in the field of electronics, including radar and radio. Since July 1940 BuShips awarded $4 400,000,000 in contracts for electronics equipment.

The total number of major combatant ships of the Navy in service on 1 July 1945 were:

Battleships, 23; aircraft carriers, 20; small aircraft carriers, 8; escort aircraft carriers, 70; large cruisers, 2; heavy cruisers, 22; light cruisers, 48; destroyers, 373; destroyer escorts, 365; submarines, 240.

Air Fleet Exceeds 40,000

Naval aviation's war record vouched for the quality and number of planes produced and pilots trained during the past five years. Naval aircraft sank more than half of the enemy submarines sent to the bottom by the Navy.

Official U. S. Navy photograph

AMPHIBIOUS LANDINGS, though old as naval warfare, became virtually a new art as new techniques and materials were added. This photo of Marines heading for Iwo Jima on D-day shows the systematic landing waves.

Navy and Marine aircraft destroyed more than 17,000 Japanese planes. Against this total, fleet plane losses in combat in the Pacific were about 2,700—a combat ratio of less than one to six.

Outstanding in the destruction of Japanese planes were carrier-based aircraft. In 1944 they accounted for at least 3,291 Japanese planes—more than half of the 6,077 engaged. On 19 June 1944, the day of the "Marianas Turkey Shoot," carrier planes shot down 402 enemy aircraft.

On 1 July 1945, approximately 11,000 planes, including planes in pools and in transit, were deployed in the Pacific.

The Naval Transportation Service flew nearly 77,000,000 miles last year.

The aeronautical naval shore establishment grew from 38 naval air stations in July 1940 to 177. Its value increased from $250,000,000 at the outbreak of the war to $1,333,000,000.

Naval aviation personnel, including marines, on 1 July 1945 totaled 750,000, of whom more than one-half were on carriers or with air groups, squadrons and fleet service units. Combat losses were consistently smaller than expected. Moreover, approximately 65 percent of all pilots forced down were saved.

Since 1 July 1940 the strength of the naval air force grew from 1,741 service planes to more than 40,000. The average weight of planes delivered increased from 2,740 pounds in 1940 to 7,140 pounds in the first half of 1945.

During the five years the Navy accepted 62,391 tactical combat planes valued at $6,652,116,000. Of these 29,877 were fighters, 11,983 were scout bombers (dive), 9,207 were torpedo bombers, 174 were four-engine patrol bombers (sea), 3,751 were two-engine patrol bombers (sea), 1,569 were four-engine patrol bombers (land), 2,776 were two-engine patrol bombers (land) and 3,054 were observation scout planes.

There were 2,002 utility and 1,063 transport planes. Training planes numbered 13,632.

Firepower Multiplies

The firepower of naval guns was increased from 411 to 4,500 tons per 15-second period during the last five years. In addition, the Navy supplied guns and ammunition for 6,050 merchant vessels.

Although heavy emphasis was placed upon naval bombardment, procurement by BuOrd reflected the constantly changing character of naval warfare. The Navy's part in amphibious operations also called for large quantities of underwater demolition equipment and barrage rockets.

The dependence upon naval bombardment was illustrated by the firing of 36,000 tons at Guam, Saipan and Tinian; 7,000 tons at Peleliu; 16,000 tons at Iwo Jima and almost 50,000 tons at Okinawa.

As the fleet approached closer to the islands of Japan additional 40-mm. guns, special fuzes for 3-in. to 6-in. projectiles, latest type mines to block enemy harbors and new radar-controlled blind-firing directors to meet the threat of Kamikaze suicide planes were procured.

Over-all procurement of major ordnance items reached a peak of more than $1,600,000,000 in the second half of 1944, having risen from about $40,000,000 in the second half of 1940.

Among new ordnance items developed by the Navy in conjunction with other agencies were a three-gun turret assembly for heavy cruisers, a dual purpose turret assembly for light cruisers, a dual purpose single mount for new large carriers, and blind-firing gun director systems for all antiaircraft guns of 40 millimeter caliber and larger.

BuOrd was expanded from 47 officers and 297 civilians in July 1940 to 1,373 officers, 601 enlisted personnel and 1,477 civilians on 30 June 1945.

Bases Built World Over

Construction and maintenance of naval shore facilities, civil works and advanced bases for ships of the fleet, cost $8,100,000,000 during the five-year period.

The protracted bombardment of industrial and military installations on

the Japanese home islands by Allied fleets and carrier planes attested to the logistic significance of advance bases in keeping the Navy's ships and planes on the front lines. These bases were built and maintained by the Seabees.

From the peak of construction activity in the second half of 1942, when disbursements reached $1,800,000,000, there was a gradual downward trend until the Japanese surrender.

On a cumulative expenditure basis, aeronautical facilities ranked first. Shipbuilding and repair facilities were next, followed by ordnance facilities and structures for naval personnel.

The Navy constructed a total of 150 floating drydocks with an aggregate lifting capacity of 1,065,000 tons. These enabled the Navy to keep its ships in fighting shape within a minimum loss of time despite the enormous distances involved in the Pacific offensive.

BuDocks also originated early in the war standard steel cells, or pontoons. These may be assembled in a few hours for use as barges, causeways, piers, floating drydocks, floating cranes and "rhino ferries." One use of the pontoons was in moving a large floating drydock on its side through the Panama Canal. A total of 520,000 pontoons were constructed. As many as 45,000 were used on one landing operation.

Personnel Exceeds 4,000,000

To boost the Navy's personnel to the 3,388,556 officers and men in service 30 June 1945, BuPers had to procure 3,700,000 officers and men to maintain its strength and expand despite attrition—an average of 14,200 a week during the five years. The wartime peak represented an increase of 3,200,000 after the Naval Expansion Act of 1940 became law.

The high point in procurement was reached during the fiscal year 1943-44 when the rate of 25,000 a week was adequate to man a Navy of 1940 strength every seven weeks.

The war brought new problems to the Bureau. New plans such as advance base and amphibious warfare programs required approximately 500,000 specially trained officers and men.

To meet this task, Sampson, Bainbridge, and Farragut were added to the major training centers at Norfolk, Newport, Great Lakes and San Diego.

When manpower had become critical legislation was enacted 30 July 1942 to admit women to officer and enlisted ranks. Three years later more than 82,000 women were serving in the continental United States and at certain overseas bases.

Including the Navy, Coast Guard and Marine Corps, personnel strength increased from 203,127 on 1 July 1940, to 4,036,457 on 30 June 1945. On 30 June 1943, the total was 2,207,720 and a year later the figure was 3,623,205.

Officers and men in the regular Navy on 30 June 1945 totaled 378,263 and the reserves amounted to 3,010,293. Of the officers on that date, 48,226 were of the regular Navy and 269,090 were reserves.

The Navy's civilian employee rolls climbed from 124,498 on 1 July 1940

Official U. S. Navy photographs

LIGHT AND MOBILE, but packing a terriffic punch, rockets played a major role in the war. Above is a Navy LSM(R), Landing Ship Medium (Rocket)

RADAR became a magic eye for men in ship's plot rooms as one above. Jet-assisted takeoff enables Navy plane (below) to shoot up from water.

to 752,886 on 30 June 1945. Navy Yards employed 332,430.

Medicine, Surgery Advance

Medicine and Surgery advanced commensurately with other naval bureaus.

In July 1940 there were 15 naval hospitals in the United States and three outside the continental limits. They housed 6,000 beds. One hospital ship with a normal capacity of 532 beds was operating.

Today the Navy has 54 hospitals in the United States with a wartime capacity of approximately 100,000 patients. Overseas there are six permanent naval hospitals and 19 temporary base and fleet hospitals, with a capacity of 30,000. Twelve hospital ships have been plying the Pacific.

The Medical Corps increased in the five years from 932 officers to 13,500; from 200 dental officers to more than 6,000 today; from about 400 nurses to 11,000 and the Hospital Corps expanded from 6,000 officers and enlisted men to 3,500 officers and 130,000 enlisted men and women.

Procurement of medical equipment reached a peak of $21,700,000 in the first half of 1944. Maximum procurement of medical supplies was attained in the last half of 1943 when the value amounted to $25,300,000. Medical supplies bought the first half of this year aggregated $19,100,000.

Hospital patients increased from approximately 3,500 on 1 July 1940 to more than 110,000 on 1 July 1945, the latter total including 90,000 in the United States and 20,000 overseas.

A major research unit was created in the Central Pacific to fight tropical and sub-tropical diseases.

Supply Job Tremendous

BuSandA handled a tremendous job during the war. It was responsible for procuring, storing and issuing food, clothing, fuel and some 60,000 items of general stores. It purchased additional large quantities of materials for other bureaus.

In the last five years of naval expansion, the procurement group made about 120,000 awards totaling more than $25,000,000,000 to more than 16,500 contractors. In addition, it handled payment, transportation and cost inspection for naval materials and services, and distributed all funds to naval personnel and accounted for all Navy appropriations.

The Field Branch of the Bureau at Cleveland, Ohio, served as one of the largest "banks" in the world. On 1 July 1945 it was disbursing nearly 1,600,000 family allowance checks monthly, contributing to the support of some 2,700,000 dependents of Navy enlisted personnel.

Each quarter the branch handled nearly 6,500,000 allotments from pay and issued about 2,600,000 war bonds.

Since 1 July 1940, the Cost Inspection Service determined allowable costs in connection with contractors' claims amounting to approximately $16,000,000,000. More than $200,000,000 of these claims were excluded from reimbursement.

The Fuel Division, largest petroleum procurement agency in the world, had recently been supplying fuel at an estimated annual rate of more than $1,500,000,000 for the Navy, for lend-lease and, in certain joint logistical areas, for the Army.

Purchases for the Clothing and Small Stores Fund totaled $198,000,000 in 1944, nearly 60 times the 1940 volume.

To satisfy the Navy's growing appetite, the Subsistence Division last year procured more than $645,000,000 worth of fresh and dry provisions. It cost $251,000,000 for maintenance of the entire Navy in 1935, while the Navy's food bill alone for the present calendar year had been estimated at $670,000,000.

Overseas shipments by the Navy climbed rapidly as American forces increased in foreign areas. Shipments from Pacific ports the first half of

(Continued on page 65)

PERSONNEL: NAVY, MARINES, COAST GUARD

(BY STATES, AS OF 30 JUNE 1945)

	Navy				Marine Corps				Coast Guard				
	Officers		Enlisted		Officers		Enlisted		Officers		Officers		TOTAL
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	
Ala.	3,091	195	58,365	937	441	7	7,841	159	118	11	1,880	74	73,119
Ariz.	927	78	13,689	368	138	4	1,950	55	17	1	361	28	17,616
Ark.	1,544	97	37,473	390	301	1	4,731	55	35	2	989	48	45,666
Calif.	27,186	1,714	222,332	6,512	3,440	114	24,001	2,119	1,140	126	13,284	657	302,625
Colo.	2,780	176	27,474	844	417	15	3,667	167	38	16	1,675	99	37,368
Conn.	4,943	311	44,302	1,692	475	11	6,921	288	395	16	1,889	157	61,400
Del.	927	58	5,757	146	51	1	819	26	43	..	285	7	8,120
D. C.	4,015	253	20,203	410	643	19	2,845	293	280	14	995	31	30,001
Fla.	4,016	273	53,097	1,135	581	3	6,491	156	410	17	3,590	129	67,898
Ga.	3,398	195	57,498	725	780	15	8,238	124	130	13	2,263	59	73,438
Idaho	927	78	13,188	371	205	5	1,924	64	15	3	359	25	17,164
Ill.	22,552	1,384	172,159	4,921	2,078	68	25,440	1,229	410	45	9,220	530	240,036
Ind.	7,414	526	73,607	2,350	724	21	10,922	343	92	17	2,408	145	93,569
Iowa	5,870	389	55,979	2,177	764	32	6,740	438	99	19	1,635	132	73,274
Kan.	4,943	273	39,754	774	550	12	5,166	182	59	12	1,484	89	53,298
Ken.	3,089	195	49,287	1,000	407	6	7,799	85	66	3	1,877	55	63,949
La.	3,707	214	49,242	613	625	17	6,643	158	257	5	3,002	45	64,528
Me.	2,163	136	18,393	664	189	2	2,980	86	136	10	759	50	25,568
Md.	5,870	273	44,308	538	536	7	6,238	153	409	5	2,265	63	60,665
Mass.	13,902	896	126,710	5,003	1,713	60	16,194	1,233	1,046	70	9,645	1,112	177,589
Mich.	14,828	934	114,203	3,145	1,025	27	18,034	925	388	32	6,701	404	160,646
Minn.	7,414	487	62,453	2,575	1,153	29	8,086	643	126	31	1,958	299	85,254
Miss.	1,854	116	34,785	485	454	5	5,883	69	92	5	1,430	53	45,231
Mo.	9,268	545	78,806	1,463	1,052	30	11,425	691	230	11	3,850	238	107,609
Mont.	1,236	97	12,083	385	267	2	1,941	77	29	2	280	18	16,417
Nebr.	3,089	195	25,868	777	401	8	3,051	143	69	5	1,159	89	34,854
Nevada	618	39	3,554	115	62	1	494	23	3	..	100	3	5,012
N. H.	927	78	12,325	449	136	2	1,798	85	35	3	360	29	16,227
N. J.	11,430	720	105,322	2,882	1,252	14	14,847	630	665	28	5,268	250	153,308
N. Mex.	618	39	10,790	135	90	2	1,595	17	9	1	280	6	13,582
N. Y.	31,820	1,908	265,723	6,486	3,141	64	41,469	1,645	1,735	84	17,857	964	372,896
N. Car.	3,707	234	71,932	917	665	..	10,142	67	210	3	3,350	96	91,323
N. Dak.	618	97	11,441	448	155	10	1,287	82	20	11	210	17	14,396
Ohio	20,389	1,285	155,212	4,779	1,427	35	24,470	1,013	415	49	7,767	564	217,405
Okla.	3,707	234	49,555	476	610	6	6,444	108	68	8	1,600	82	62,898
Ore.	3,398	214	36,962	1,086	513	9	3,887	264	35	17	1,839	246	48,470
Penna.	22,861	1,441	227,065	6,003	2,234	43	37,232	1,487	553	50	11,116	793	310,878
R. I.	1,854	116	21,878	428	174	5	2,060	75	119	5	1,522	88	28,324
S. Car.	2,163	116	38,951	461	463	5	5,394	49	111	3	1,552	35	49,303
S. D.	1,236	97	11,276	421	210	3	1,405	67	15	4	219	27	14,980
Tenn.	4,325	234	58,260	613	492	11	8,445	146	67	8	1,869	24	74,494
Texas	11,122	720	142,045	1,667	2,053	28	20,038	333	303	22	6,470	233	185,034
Utah	1,545	116	16,616	430	230	7	2,195	136	14	5	1,161	60	22,515
Vt.	309	39	6,436	209	75	1	1,156	44	19	.	193	29	8,510
Va.	7,414	468	64,150	674	786	15	8,150	129	448	25	3,147	54	85,460
Wash.	5,252	350	52,646	1,268	941	22	5,638	423	484	22	3,618	210	70,874
West Va.	2,780	176	45,201	933	293	10	7,162	188	39	5	1,597	47	58,431
Wis.	9,267	584	52,464	2,187	736	15	9,568	590	193	20	2,607	367	78,598
Wyo.	618	39	6,218	129	83	2	755	39	12	2	165	8	8,070
Other	..	39	9,302	114	..	..	435	5	115	1	303	9	10,323
Grand Total													4,036,213

BOOKS: VARIETY MARKS LIST IN SHIPS' LIBRARIES

IF VARIETY is the spice of life, Navy libraries have plenty of it on the shelves for you this month with a selection of new biographies covering interesting figures in many different fields.

Among the books now being distributed you will find the life stories of such varied and colorful figures as baseball's Connie Mack, opera's Enrico Caruso, humor's Irvin S. Cobb, and South Africa's dramatically opposed leaders—Kruger, Rhodes and Lobengula, last king of the Matabele.

Connie Mack

All sports fans will enjoy the life story of the "Grand Old Man" of baseball. The beloved figure of Connie Mack has moved across the sports pages of the nation's newspapers for six decades, so it is inevitable that in his biography, "Connie Mack," you get also a history of America's national sport.

Frederick G. Lieb tells the story of Cornelius McGillicuddy from his days as a hand in a New England shoe factory in the early eighties through the 1944 season when his Golden Jubilee as manager of the Philadelphia Athletics was celebrated. In that time Mack piloted his teams to nine American League pennants and five World Championships, as well as seeing them firmly ensconced in the cellar at times.

Throughout the book you come across the names of many other men who have found a place in baseball history—Lefty Groves, Jimmy Foxx and George Earnshaw, among others. There is the tale of how Mack, while managing Milwaukee, lassoed Rube Waddell, his most colorful player . . . how he paid Lajoie's first year's salary to Larry's landlord . . . the story of Ossie Schreck nailing a steak to the dining room wall in New Orleans . . . and Connie's adventures with Mose Grove, who later became his southpaw ace.

You live again some of those thrilling moments when the outcome of the World Series was at stake. Frank Baker's historic home runs, the stirring Bender-Mathewson duels, Howard Ehmke's 13-strikeout game in 1929 and the 10-run seventh inning against the Cubs in the same eventful series are all described here. Dominating all the pages is the spirit of Connie Mack, his whimsical humor and his sportsmanship.

Enrico Caruso

If you want to know what the life of a world-famous musician is like, read "Enrico Caruso: His Life and Death," written by his wife, Dorothy. She tells the romantic story of their "love at first sight" and their happiness in the three years of their married life before Caruso's premature death.

With fascinating and colorful detail she produces close-ups of how Caruso prepared for a performance, how he made his records, how he did his Christmas shopping at Tiffany's, how he collected art objects from the four corners of the earth, and how seriously he undertook to measure up to his own rigid artistic standards.

Caruso's personality is revealed through dozens of anecdotes and scores of letters written to her while he was on tour. The letters are reproduced just as he wrote them, "misspelled and touching, full of humor and sadness and old wisdom."

The book is prefaced by a series of photographs, some "off stage" and others in costume for the operatic roles in which he appeared. Between 1894 and 1920 Caruso appeared in 67 operas, and up to the latter date had made 234 records. Many of his earlier recordings have been reissued during the past few years, both as originally released and also with new electrically recorded orchestral accompaniments.

Irvin S. Cobb

For 50 years Irvin Shrewsbury Cobb delighted the American public with his sparkling, bitter prose. The volumes of stories, essays and novels which he turned out in that time were masterpieces of both irony and humor. In "My Wayward Parent," Elizabeth Cobb has given us a collection of reminiscences with the same high humor and appreciation that marked her father's writings.

Cobb began his journalistic career at the age of 19 as the editor of the Paducah *Daily News*, became staff humorist on the New York *World* in 1905, and was war correspondent for *The Saturday Evening Post* during the greater part of World War I. The young Cobbs had a hard time struggling along on a reporter's wage in Paducah, and finally "Lollie" pleasantly forced her husband to go to New York where his loneliness and hopelessness led to an audacious letter to the newspaper publisher which got him a job.

The story is necessarily one of the daughter and mother as well, but anyone who has read and enjoyed any of Cobb's writings will appreciate all the more his amazing humor, his vitality, and his lovableness. The teller of the exploits of the mint-julep imbibing gentleman of the South, Old Judge Priest, and the author of that classic in the literature of American humor, "Speaking of Operations," is sorely missed.

His daughter pictures him as "a dandy in his own weird way," leaning to incredible clothes. "They might be any color of the rainbow, with some leaning to bright red, purple, mustard yellow, royal blue and a peculiarly loathsome sort of grass green." Somehow Cobb never mixed them up, a feat which his daughter regarded with considerable pride and relief.

South African Trio

A far cry from the amusing tale of an American humorist, and a good dish for those who like a foreign tang in their reading, is Stuart Cloete's "Against These Three." Here's plenty of biographical variety in one book, for "these three" represent three different cultures in conflict in South Africa.

The first character is Paul Kruger, who was President of the Dutch South African Republic. The slow stubborn leader of a pastoral people, he "feared God, hated the English, and believed absolutely that the earth was flat." Kruger symbolized the strong people and simple society of which he was the chosen leader. He was a biblical patriarch. To him the discovery of gold in his republic was a curse; he feared it would end the isolated simplicity of his people. Kruger is the "Oom Paul" of Cloete's novels—Boer farmer, politician, organizer, defender of the cause of liberty and independence, a spiritual force and war leader.

Cecil Rhodes, the opposing force, "bet fifty-fifty on God's existence, would and did make deals with the devil, and believed implicitly that the Anglo-Saxon race should inherit the earth." Enormously successful from the standpoint of wealth, he seemed to care for it only as it meant power. Shrewd in the advancement of his own interest and not entirely unaffected by the loose ethics of the mining camp, he was possessed at the same time of a profound conviction of the virtues of the British imperial system and he made it his life plan to extend the sway of the British Empire over South Africa. Rhodes may be regarded either as preeminently a man of money, actuated entirely by selfish motives, and one who for the attainment of his ends did not scruple to plunge South Africa into war; or as one of the great builders of empire.

In Lobengula, the last king of the Matabele, author Cloete brings to life a picturesque character, summing up the hopeless fight of the natives against both Boer and English. Tragic Lobengula, outcast as a child, an unwilling king, was unable to control either the forces that operated against his people from without, or his own warriors.

Cloete, himself a South African, brings South Africa, its land and its people to life in this book as well as he has in his novels, "The Turning Wheels," "Watch for the Dawn," and "The Hill of Doves."

Jesus as a Man

A major work by a famous writer, "The Human Life of Jesus" by John Erskine is a reverential approaach to the story of Jesus. This new portrait of His life and personality tells the story of Jesus as a man. "Assuming our limitations, He showed us how to live, He revealed to us our own possibilities."

The solution of national and international problems which Jesus proposed was so thoroughgoing that it is no wonder it has not yet been tried. His teaching had an immediate and practical purpose. His attempt to accomplish that purpose, and the hostility He aroused, is the story of His life.

Erskine, author of "The Private Life of Helen of Troy" and other non-ecclesiastical works, draws extensively upon the early tradition of the church and the many legends included are of great interest.

SHIPPING OF PERSONAL PROPERTY

Because large numbers of naval personnel now being discharged or released from active duty will face problems of shipping personal belongings and household effects at government expense, ALL HANDS has obtained from BuSandA a roundup of information on such shipments.

Briefly, the government will pay for the transportation of personal belongings and household effects which are exclusively the property of the person being discharged or released from active duty and which have been in use by such person or his family previous to shipment. Certain personal belongings cannot be shipped at government expense, including such items as wines, liquors, birds, animals, boats, matches, ammunition or other inflammable or explosive articles, and motorized vehicles.

Commissioned and warrant officers and enlisted personnel of the first, second and third pay grades (CPOs through PO2c) of the Naval Reserve (including inductees), Fleet Reservists, and retired personnel of the regular Navy are eligible to ship household effects at government expense as follows:

- Reserve officers released from active duty or placed on the retired list.
- Enlisted men of the Naval Reserve (including inductees USN (I) released from active duty or discharged not due to own misconduct).
- Regular officers or enlisted men retired or transferred to Fleet Reserve.
- Retired personnel or Fleet Reservists who were recalled to active duty and later released from active duty.

There is no authority for shipment of household effects for members of the regular Navy upon discharge, or for personnel discharged under other than honorable conditions.

WHAT'S IN A NAME?

Cruiser

Three centuries ago pirates in the Eastern Mediterranean used a small, light vessel called "crusal" which was fast and built for pillaging rather than fighting. It is believed our name "cruiser" comes from crusal.

The word "cruise" was used in naval documents during the 17tn century. At that time it meant to ply. By the latter part of the 18th century a cruiser meant simply a ship employed in cruising no matter what size she was or what force she carried. The British Royal Navy was the first to have a recognized cruiser rating and the *Amphion*-class, laid down in 1880 and 1881, were the earliest ships actually built as cruisers.

Our Navy's first cruiser was the *Atlanta*, launched on 9 Oct 1884 and commissioned two years later on 19 July.

When Shipments May Be Made. Shipment may be made upon receipt of orders releasing from active duty or upon discharge, at any time within a year after the termination of the war or within one year after date of retirement or release to inactive duty, whichever is later. In the event you are detached from a duty station and ordered to report to a point for discharge or release, shipment at that time is NOT authorized unless such orders indicate that, upon discharge or release from active duty, you will, when directed by the commanding officer, proceed to your home.

Where Household Effects May be Shipped. The Navy will ship your household effects from your last duty station to your home of record (the place on file in BuPers as your home when you were ordered to active duty) or, if your last duty station was overseas, from wherever your effects are located, to your home of record. However, shipment may be made between any points, but you will pay any additional cost over and above what it would have cost to ship from your last duty station to your home of record, or if your last duty station was overseas, from the place at which your effects are located *to* your home of record.

How Much May Be Shipped. The weight of household effects which may be shipped at government expense is determined by your rank or rating at the time of your discharge. The table below will indicate how much you are entitled to ship, in terms of gross weight, in pounds (including weight of boxes, crates and packing). You must pay for any extra weight.

Grade	Temporary change of station	Permanent change of station
Admiral	2,000	24,000
Vice Admiral	1,500	18,000
Rear Admiral (upper half)	1,000	14,500
Rear Admiral (lower half)	1,000	12,000
Commodore	1,000	12,000
Captain	800	11,000
Commander	800	10,000
Lieutenant Commander	800	9,000
Lieutenant	600	8,500
Lieutenant (junior grade)	600	7,500
Ensign	600	6,000
Graduates of Naval Academy	.....	1,500
Commissioned warrant officer:		
After 20 years commissioned service	800	9,000
After 10 years commissioned service	600	8,500
Less than 10 years commissioned service	600	7,500
Warrant Officer	600	5,400
Midshipman, Naval Reserve	600	5,400
Chief Petty Officer	.....	4,500
Petty Officer (first class)	.....	4,500
Petty Officer (second class)	.....	4,500
Ship's Cook (first and second class)	.....	4,500
Steward	.....	4,500
Cook (first and second class)	.....	4,500
Musician (first class)	.....	4,500
Superintendent of Nurse Corps (female)	800	9,500
Assistant Superintendent Nurse Corps (female)	600	8,500
Chief Nurse (female)	600	7,500
Nurse (female)	600	6,000
*Members of Women's Reserve	.....	.....

* Members of the Women's Reserve receive the same weight allowances as the corresponding ranks and ratings of the regular Navy.

Arrangements for Shipping. The simplest way to ship household effects is to let the Navy handle the whole job when your effects are located within an area known as the "zone limits" of a Naval activity, that is, within a certain radius of the major naval activities—Navy Yards, Naval Stations, Bases, Supply Depots, etc. (for definite "zone limits" see BuSandA Manual, Art. 1882, or see nearest supply officer).

You may make your own arrangements, if desired, and *MUST* do so if the household effects are located at a point not within the "zone limits" of a major naval activity, later submitting claim for reimbursement for allowable costs incurred.

Method of Transportation. Rail, water, truck, or van, if shipment is arranged for by a supply officer, by freight forwarders, unpacked and uncrated, provided this service is available between the points from and to which shipment is to be made.

Van shipment may be made without extra cost (except for weight in excess of that authorized) provided the point to which shipment is to be made is within 1200 miles from point of origin. Van shipment for a distance in excess of 1200 miles may be made but you will be required to pay for any additional cost over what it would have cost if the shipment had been made the entire way by ordinary freight.

Express shipment is *NOT* authorized at government expense. If this method is used you will be required to pay for the difference in cost between express and ordinary freight shipment.

Steps to Take. Contact the supply officer if your effects are located within "zone limits." He will make all the necessary arrangements.

If your effects are located at a point not within "zone limits" or if you desire to handle the shipment yourself, the following procedure applies:

- If ordinary freight shipment is to be made: Obtain two or more bids for packing, crating and hauling to depot of carrier at point of origin. These may be in the following form—"I will pack, crate and haul your effects from residence to depot of carrier at $....." Accept the lowest bid, obtain a receipt for payment of services with a statement that "The services were performed in accordance with usual commercial practice"; ship under commercial bill of lading, pay for transportation costs, obtain a copy of the commercial bill of lading with the weight indicated thereon and receipt for payment; obtain two bids at destination for hauling from depot of carrier and unpacking, obtain receipt for payment of service. If government bill of lading to cover transportation desired, obtain it by submitting a copy of S. and A. Form 34, Application for Transportation of Household Effects, and two certified copies of orders releasing from active duty, discharge or certificate from CO to the nearest supply officer. The two bids for hauling and unpacking at destination will not be required if government bill of lading is used and the effects are consigned to the supply officer of an activity for you. Later submit claim for reimbursement for allowable costs.
- If shipment by van is to be made and the distance is within 1200 miles: —No bids are required as van ship-

ments may be made within that distance without determining if that method is more expensive than ordinary freight shipment. Arrange with a van company to move your effects, pay the costs, obtain a copy of the commercial bill of lading, with the weight of the shipment indicated thereon and receipt for payment, later submitting claim for reimbursement. However, a government bill of lading may be obtained as outlined above, in which event you will be required to pay only for any weight in excess of that allowed to be shipped for your rank or rating.

o If shipment by van is to be made and the distance is more than 1200 miles:—Obtain two or more bids for packing, crating, and hauling from residence to depot of carrier at point of origin and two bids for hauling and unpacking at destination. These bids are required so that it can be determined, when your claim for reimbursement is submitted, whether the cost by van was more expensive than the cost by ordinary freight, which method requires packing, crating and hauling. Arrange with a van company to move your effects, pay the costs, obtain a copy of the commercial bill of lading with the weight indicated thereon and receipt for payment of charges for transportation. However, if government bill of lading is desired, obtain it as outlined above but be sure to obtain the bids as outlined.

Papers Required from Owner. If you decide to let the Navy ship your household effects, obtain copies of S. and A. Form 34, Application for Shipment of Household Effects, from any supply officer. This form must be completely filled out and sent to the supply officer of the major activity nearest the place where your effects are located. Along with the form you must send six certified copies of the orders releasing you to inactive duty, or six copies of your discharge certificate (or certificate in lieu of discharge certificate signed by the commanding officer who issued it)—using this wording:

"I certify that (*name, rank, or rating*) has been released from active duty as of (*date*) at (*name of activity*) and is entitled to the shipment of household effects between any points limited in cost to shipment from last duty station (*indicate last duty station*) to home of record at time ordered to active duty (*state home of record as indicated by the Bureau of Naval Personnel*)."

In the event orders accompanying the application do not indicate the home of record at time called to active duty, a certificate in the following form is to be attached to each copy of the orders:

"I certify that my home of record at the time I was called to active duty was (*city and state*)."

If you decide to handle all expenses of shipment yourself, you are required to send the following papers to the Bureau of Supplies and Accounts, Navy Department, Washington 25, D. C. when claiming reimbursement:

• Standard Form 1012 (secure from any supply officer); Two certified copies of orders releasing from active duty, discharge, or certificate in lieu of discharge signed by the commanding officer who issued the discharge; Two bids for packing, crating and hauling to depot of carrier and two bids for hauling and unpacking at destination if shipment made by ordinary freight or by van in excess of 1200 miles. NO BIDS REQUIRED IF SHIPPED BY VAN WITHIN 1200 MILES.

• Receipt for payments made.

• Statement that "the services were performed in accordance with usual commercial practice" and signed by the contractor, if shipment made by ordinary freight and packing, crating and hauling services involved. Copy of commercial bill of lading, showing the weight shipped, amount of freight paid, and the signature of carrier's agent.

If shipment was made by van within 1200 miles under a government bill of lading, the following papers are required to be forwarded to BuSandA:

• Original S. and A. Form 34, Application for Transportation of Household Effects.

• Two certified copies of orders releasing from active duty, discharge or certificate in lieu of discharge.

If shipment was made by van over 1200 miles under a government bill of lading, the following papers are required:

• Original S. and A. Form 34, Application for Transportation of Household Effects.

• Two certified copies of orders releasing from active duty, discharge or certificate in lieu of discharge.

• Two bids for packing, crating and hauling to depot of carrier and two bids for hauling and unpacking at destination.

• Receipts for payments made.

• Copy of government bill of lading.

If shipment was made by ordinary freight under a government bill of lading, the following papers are required:

• Original S. and A. Form 34, Application for Transportation of Household Effects.

• Two certified copies of orders releasing from active duty, discharge or certificate in lieu of discharge.

• Two bids for packing, crating and hauling to depot of carrier.

• Two bids for hauling and unpacking at destination unless the effects were consigned to a supply officer of an activity when these two bids are not required as the supply officer at destination point will arrange for this service.

• Receipt for payment of services under (c) above with a statement that "the services were performed in accordance with usual commercial practice" and signed by the contractor.

• Receipt for payment of services under (d) above if such services performed.

• Copy of government bill of lading.

Claim for Damage or Loss in Shipment. Damage or loss in shipment of household effects is a matter for adjustment between the owner of the effects and the carrier or packing contractor.

If damage or loss occurs as the result of negligence on the part of a government employee, while the effects are in Navy custody or in transit in a Navy conveyance, claim may be made to the Judge Advocate General, Navy Department.

Points to Remember. If shipment is to be made at own expense, DO NOT begin shipment before discharge papers or release orders are actually received unless orders to the Separation Center indicate that upon discharge or release from active duty, you will, when directed by the commanding officer, proceed to your home. If shipment is made prior to receipt of discharge papers or release orders, unless as indicated above, there is no authority for reimbursement, and you will not be able to collect.

If you are not going to be present to receive the effects when they arrive at the destination, make some arrangements to have them received. Otherwise, be prepared to pay any demurrage or storage charges that will result.

Paintings and other goods valued at more than $5.00 per pound, gold articles, and sterling silverware may not be included in freight shipments. They may be shipped only by express, on separate application, and must be consigned direct to yourself or your agent. You will be required to pay the difference in cost between express and ordinary freight shipment.

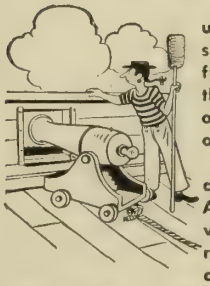
If your effects are in commercial storage and the Navy is going to ship them for you, attach the "release from storage" to your application for shipment and be sure that all storage charges are paid prior to the collection date.

For unusual problems or questions arising not covered by the foregoing instructions, it is suggested that you contact the nearest supply officer or write direct to the Bureau of Supplies and Accounts (STA-4), Navy Department, Washington 25, D. C.

Remember that the Navy and the Nation's carriers are handling an unprecedented quantity of household effects. Consequently delays will be unavoidable and many times pick-up dates and shipment dates will have to be changed. Cooperate in every way you can, and the Navy will make every effort to ship your effects in the shortest time possible.

HOW DID IT START?

GUNWALE



Now merely the upper edge of a ship's side and useful as a decoration, the gunwale was once a safety device on ancient ships.

The word itself is derived from the Anglo-Saxon "Wala" which meant strip or ridge. In the early days, it was the custom to fire the top row of guns over planking which had been reinforced by "wales" to give greater protection to the men who did the shooting. That upper rail of metal or wood has been called the gunwale ever since.

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes; no private reply will be made.

Navy Savings

SIR: Your August issue, p. 39, states that withdrawals from the Navy Savings Plan may be made on application by the depositor.

The information should be corrected to state that savings deposits and accumulated interest thereon may be repaid only under the following conditions: (1) When the depositor is discharged or released from active duty; (2) When an enlisted man is temporarily or permanently appointed to warrant or commissioned rank; (3) When an enlisted man is transferred to the Fleet Reserve.—D. A. D.

SIR: You stated that Navy, Marine Corps and Coast Guard personnel may deposit their money in the Navy Savings Plan and draw interest at the rate of four percent.

Your attention is invited to Art. 172 (36), Pay and Supply Instructions of the Coast Guard which states, "There is no law authorizing disbursing officers to accept savings deposits from Coast Guard personnel . . ."

This correction should be published before I'm swamped with Coastguardsmen desiring to deposit money.—E. J. C., Chief Pay Clerk, USCGR.

• *The information stated in the two letters above is correct.*—ED.

GI Home Loans

SIR: I expect to be out of the service within a few months and to go back to my pre-war job. Can I get a loan to build a house under the GI Bill of Rights before I am discharged or must I wait until I am a veteran before I am eligible?—C. A. S., MaM3c

• *Since the GI Bill of Rights is legislation enacted for the benefit of veterans, you will have to wait until you are actually a veteran before you are eligible for any of its benefits.*—ED.

Mistaken Identity

Sir: You carried a citation awarding a Silver Star Medal to me in your January 1945 issue. The details of the award relative to the action and ship are correct, but you say that I am "missing in action" (which I am not) and that my hometown is Oneonta, N. Y. (instead of Fort Dodge, Iowa). Clarification is requested.—John E. Goodrich, Lt., USNR.

• *The error occurred in the original writing of the citation due to the fact that there are two officers named John E. Goodrich in the Navy files.*

As you say, your citation (John Edward Goodrich) for the Silver Star Medal should not have listed you as "missing in action" and should have stated that your hometown is Fort Dodge, Iowa.

The other officer (John Emerson Goodrich) was listed as missing in action on 26 Feb 1944 and presumed dead on 27 Feb 1945. For meritorious service John Emerson Goodrich was awarded the Air Medal, Distinguished Flying Cross and posthumous Purple Heart.—ED.

Prolific Penmen

SIR: The subject of how many letters the boys write at sea is often discussed—so when the ss *George Steers* left the U. S. on the 18th of May, we decided to keep score.

Since then (approximately 3 months) the 27 men in this Armed Guard crew have dashed off a total of 3,178 letters—or approximately 40 per month per man.—P. W. U., Lt. (jg), USNR.

Promotion Policy

SIR: A policy has suddenly originated aboard this ship which refuses to recommend for advancement in rating certain reserve petty officers who are fully qualified except for the CO's recommendation because (1) they lack only a few points for discharge, or (2) they will not agree to reenlist or otherwise ship-over in the regular Navy. Several such cases have occurred recently. Does such a policy have the blessing of BuPers?—L. J. K., Lt., USNR.

• *BuPers has not instituted any promotional policy which would discriminate against reservists, merely because they have almost enough points for discharge or because they have not expressed their intentions at enlisting in the regular Navy*—ED.

Discharge Eligibility

SIR: My regular Navy enlistment expires in November 1945. As I do not intend to reenlist, will I be eligible for discharge?—A. T., CBM, USN.

• *Yes, if you have the required number of points. If not, your enlistment will be automatically extended until such time as you have accumulated sufficient points for discharge.*—ED.

Duration of Enlistment

SIR: Here is my sad story with my back against the wall.

On 27 Jan 1942 I joined what I thought was the USNR, but about six months later discovered that I was in the USN. How it happened I don't know. But it's very disheartening, since I have enough points and would like to get out to go back to my job.

Is there anything that can be done?—J. S., SC2c, USN.

• *Having signed your name on the dotted line of your enlistment contract, you will be required to serve out the period of your enlistment.*—ED.

Postwar Ratings

SIR: Does the Navy plan to have specialist ratings in the postwar Navy?—S. T. L., CSp(X), USNR.

• *Specialist ratings were created as a wartime measure and no provision is being made for their retention in the peacetime Navy, according to BuPers Circ. Ltr. 173-45 (NDB, 30 June, 45-721).*—ED.

Marriage in V-12?

SIR: As I recall, one of the V-12 application forms stated that men accepted could not marry except by special permission.

Am I correct, and what is the official procedure for obtaining this permission? Will marriage restrictions be relaxed during peacetime NROTC training?—GRC, AS, USNR.

• *Undergraduate members of the Navy V-12 program, whether or not enrolled in NROTC,* must *remain unmarried. If they marry, they will be* immediately *separated from the program and assigned to general duty in enlisted status. There is no present indication of peacetime change in this.*—ED.

Whereabouts Known

SIR: The article entitled "The Navy Goes to Press" in the July issue, p. 14, makes this statement: "But on the lonely island in the Pacific where nine enlisted men of CBMU 559 get out *The X-Isle*, only one had even a nodding acquaintance with a by-line."

You're 4.0 on everything except that the *lonely* island mentioned happens to be in the Caribbean and not the Pacific.

We don't like to find mistakes in a swell mag like ALL HANDS but—jeepers!—some of the jungle-jolly guys down here may get the wrong impression and think they rate the Pacific campaign ribbon.—G. W., Y1c.

• *The writer of that story was just back from the Pacific, and confesses being a little jungle-jolly himself. We checked up and find you're still in the American theatre. Sorry, but you don't rate the Pacific ribbon.*—ED.

Postwar Schooling

SIR: In your article on GI Bill education (ALL HANDS, Aug 1945, p. 21), in answering whether a veteran's choice of school is restricted to a certain district, such as his home state, you reply: "A veteran can go to school anywhere he pleases so long as the school is one recognized by the Veterans Administration, and all reputable schools and institutions of recognized standing are likely to be approved."

However, there is one other important point — the school has the right to accept or reject the application. A veteran cannot just enter any institution he pleases regardless of his qualifications. Sometimes a college will feel obliged to reject a veteran's application because of his obvious lack of qualifications for doing college work. The veteran must meet the standards which the school sets up for admittance, just like anyone else.

I bring this point up in the hope that your printing it will help avoid possible misunderstanding and consequent bitterness among veterans if, for one reason or another, they happen to find themselves unable to meet the standards set up by the particular institution of their choice.—E.M.H.

• *Good point. What we had in mind, of course, was merely that there are no geographical restrictions on the choice of school.*—ED.

SIR: Your article entitled "After the War—School?" in the August 1945 issue, pp. 21-23, can prove to be an everlasting boon to the men now in the service if it will do nothing more than to help them realize the advantages to be gained from completing their educations.

The educational provisions of the G. I. Bill of Rights are the most generous ever offered to veterans by our lawmakers.

This is once when opportunity is really knocking. Here's hoping that at least 90% of the young, intelligent, ambibtious men I've known in the service will recognize a good thing when they see it—and decide to go back to school.—L. M. O., Lt. Comdr., USNR.

Salute to the Waves

SIR: I rise to the defense of the Waves, who according to your August issue, p. 16, "help" in the control of night traffic at the Vera Beach, Fla., Naval Air Station.

Help? I am here to state humbly that it is perhaps us men who do the helping. The head tower controller is a Wave, and she has more Wave assistants than men.

Help? Please, let us bow to the ladies who are doing such a wonderful job and correct the impression. The Waves have, and do control traffic at night all by themselves.

Ask the man who flies!—A. F. K., Lt., Operations Officer.

Citation For USS LCI (L) 1

SIR: Was a Presidential Unit Citation awarded LCI Flotilla I for operations at Anzio, Italy?—E. F. K., SC1c.

• *No, but a PUC was awarded the USS LCI(L)1, for participation in the assault on Sicily in July 1943.*—ED.

Death Penalty

SIR: *Time* magazine stated in the 16 July 1945 issue that there has not been anybody in the Navy, Marine Corps or Coast Guard who has been put to death for disciplinary action during the war. Is this true? Rumor says that a Marine was executed for sleeping on watch during the Guadalcanal campaign. What is the severest penalty given out?—F. S. M., Ens., USNR.

• TIME *is correct. The severest penalty has been life imprisonment.*—ED.

Limited space makes it impossible to print more than a small proportion of the letters received each month. Only those of widest interest, for which the answers are not readily available at ships and stations, can be selected. If your letter does not appear, it is suggested that you check back through recent issues of ALL HANDS, since many letters must be eliminated because they have been answered by previous material in the Letters column or elsewhere.

Purple Heart

SIR: I received multiple wounds and a sprained ankle during the attack on Pearl Harbor. The wounds were small and did not incapacitate me a great deal. Although medical attention was given me for succeeding days, I did not want to be hospitalized since I could manage to carry on.

When the Navy authorized the Purple Heart, I was recommended but had my name deleted from the list because I thought my wounds were not serious enough to warrant the Purple Heart. Can I now apply for it?—JTF, CCM, USN.

• *Provisions governing award of the Purple Heart were liberalized on 28 Jan 1944. The new regulations (Alnav 26-44; NDB, Jan-June, 44-78) were retroactive; personnel who might previously have failed to qualify were authorized to submit requests for its issuance.*

For the purposes of awarding the Purple Heart, a wound is defined as an injury to any part of the body from an outside source, element or agent sustained as the result of a hostile act of the enemy or while in action in the face of the enemy. Thus, injuries such as you describe will entitle you to wear the decoration but first your request must have official approval.

Your claim should be submitted to the Chief of Naval Personnel via your CO and must contain detailed data together with copy of applicable page in your medical record. If latter is unobtainable, indictate where it is filed. SecNav on 19 May 1945 approved procedure for claiming the Purple Heart by prospective recipients whose health records do not reveal that they sustained wounds or received treatment. Claims will be validated only if:

• *The claim is supported by the records of a Naval Hospital or Dispensary where the treatments were given.*

• *An affadavit is submitted from medical personnel who either gave the treatments or were in a responsible position at that hospital at the time the treatments were given.*

• *The claim is supported by an affadavit from one officer or two enlisted men who were eyewitnesses to the wound and have personal knowledge of the fact that the injury was in fact sustained and treated by Medical Corps personnel.*—ED.

The Worm Turns

SIR: Your attention is invited to a statement in the July 1945 issue of ALL HANDS, p. 12, under the title "Good News on Filariasis": "The mosquito which is the carrier of filariasis has a fancy name —*Wuchereria bancrofti.*" This statement is incorrect. *Wuchereria bancrofti* is not a mosquito but is one of the parasitic worms causing filariasis and which in turn is carried by several species of mosquito. Some 50 species of mosquito, in fact, have been incriminated as the probable transmitting agent of filariasis.

For confirmation of this we refer you to the Malaria and Epidemic Disease Control Training Manual No. 6, "Filariasis, Epidemiology and Control."—W. R. W., PhM1c.

• *BuMed says you're right.*—ED.

Time Spent in V-5

SIR: May time spent in V-5 be included in computing accumulated leave for officers?—L.G.G., Ens., USNR.

• *No, because Aviation Cadets (V-5) are considered to be in enlisted, not officer, status.*—ED.

Retirement Pay

SIR: To whom would one write to inquire if Congress is planning to consider legislation which would double the present retirement pay set-up?—F. M. T., CY, USN.

• *Might try Santa Claus, North Pole.*—ED.

Parachute Jumps

SIR: Are parachute riggers making voluntary freefall parachute jumps entitled to extra compensation such as flight pay or the Army jump pay?—P. O. M., PR3c.

• *No.*—ED.

Nurses Overseas

SIR: How many Navy nurses are overseas?—L. P., Lt. (NC), USN.

• *As of 27 Aug 1945 there were 1,690 Navy nurses outside the continental limits of the U. S., including Alaska.*—ED.

Whatzit

SIR: In the May 1945 issue, p. 7, is a ship identified as a "rocket-firing LCI." (See above.) Half the crew aboard this LSM says you're right; the other half says it's an LSMR. Who's right?—A.H.G., RM3c.

• *The 50% who say it's an LSMR rate 4.0 in ship identification. Incidently, one way to determine that it's an LSMR is the circular conning tower which extends all the way to the main deck; plus the fact that the number 197 identifies it as one of the 12 LSMRs that were converted from LSM hulls (rather than built as LSMRs originally) and that are known as interim LSMRs.*—ED.

Miniature Wings

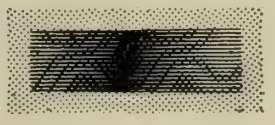
SIR: The aviators on this station have suddenly blossomed out with miniature wings on their garrison caps instead of the Navy insignia. Are the wings authorized? —L. M. R., Lt., USNR.

• *No, the miniature wings originally authorized by Uniform Regs, Art. 9-53(h), were replaced by the miniature cap insignia for officers by BuPers Circ. Ltr 51-43 (NDB, cum. ed., 43-839) and for CPOs by BuPers Circ. Ltr. 145-44 (NDB, Jan-June, 44-580).*—ED.

Service for Longevity

SIR: A shipmate of mine voluntarily left the National Guard of South Carolina, after having served about one year on active duty in 1934 or 1935 but he did not get a discharge or certificate of service. To whom should he apply for a certificate of service and is the time served allowed to be counted in computing service for purposes of longevity pay?—R. E. G., Y1c, USN.

• *He can obtain the certificate of service from the Adjutant General of South Carolina. If the National Guard was active National Guard at that time and if your shipmate was more than 18 years of age during his service, the time may be included inthe computation. The certificate should be forwarded to the BuPers with a request for a statement of Service.* —ED.



Insignia

SIR: What is the blue ribbon in the gold metal frame (see above) which is worn on the right breast?—P. V. J., FC3c.

• *It is the Army Distinguished Unit Badge "for outstanding performance of duty in action on or after December 7, 1941" which may be awarded to naval personnel serving with Army units to whom the award is made.*—ED.

National Guard Duty

SIR: I signed for a three-year term in the *active* Tennessee National Guard and was discharged in March 1940. I drew longevity and was called on strikes, maneuvers and emergencies. Why can't this be counted for discharge points?—H.G.H., SK2c.

• *No duty in the National Guard may be counted if prior to the general national mobilization of the National Guard beginning 16 Sept 1940. Since different units and components were mobilized at different times the computation of a man's active duty for purposes of qualifying for release under Alnav 196-45 must begin with the time he was called to active duty after 16 Sept 1940. The Army concurs in this view.*—ED.

Duration of Enlistment

SIR: Is the Navy planning to reduce to four years the six-year enlistments of those men who enlisted in the regular Navy during the war?—G. G., SK3c, USN.

• *No such action is contemplated.*—ED.

SIR: I have 46 points under the demobilization plan announced by Alnav 196-45 (NDB, 15 Aug. 45-970). However, I have only completed five years of a six-year regular Navy enlistment. Are any provisions being made whereby regulars who have sufficient points are to be released even though their enlistments have not expired?—S. J. W., CY, USN.

• *No, they will be required to serve out their period of enlistment.*—ED.

Eyeglasses

SIR: Does the Navy provide the type of eyeglasses which fit over the eyeball?—W. V. P., Cox.

• *Contact optical lenses are available from the Navy in a limited number of cases such as for patients who have keratosis or battle-inflicted eye injuries where the medical officer deems that this type of eyeglasses would be better for the patient.* —ED.

Outstanding Families

SIR: Three of my brothers are in the Navy, two in the Army and one sister is in the Cadet Nurse Corps . . . which ought to make mother and dad eligible for the SecNav commendatory letter which you described in your August 1945 issue, p. 78.

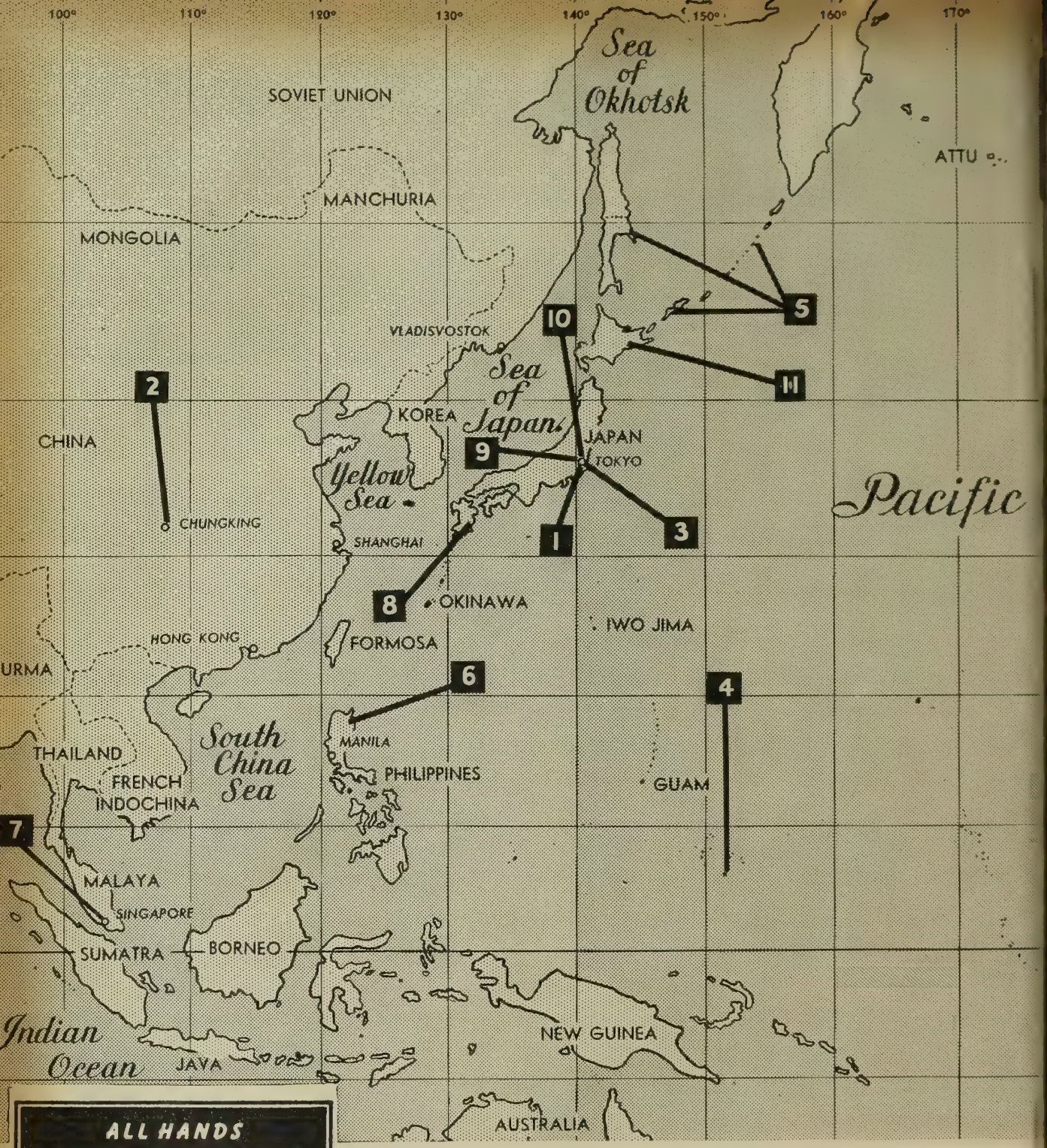
To whom does one write to call attention to the fact that a family has four or more members in the armed services?—M. G. A., AM3c.

• *Letters may be sent via official channels to the Chief of Naval Personnel giving the following information: name and address of mother, names of four or more members in immediate family in the armed services, specifying for each one branch of service, rank or rate, serial number and name and address of wife or husband.*—ED.

Post-Surrender Ribbons

SIR: Are men who go on sea or overseas duty after the U. S. has accepted formal surrender of the enemy, entitled to wear the appropriate area campaign ribbon upon completion of 30 days active duty? —J. A. F., PhM3c.

• *Yes. Regulations state that area campaign ribbons for the three war theaters (Asiatic-Pacific, American and European-African-Middle Eastern) are to be awarded for the duration of the war and for six months thereafter. (The "duration" still must be defined either by the President or by Congress.) Personnel on temporary duty, however, must request authority from BuPers, in accordance with Alnav 129-45, to wear the appropriate ribbon. (Note: For duty subsequent to 1 July 1945, an endorsement on orders by the Area Commander or a statement by him or by an officer delegated to award medals must be presented to BuPers (Alnav 129-45)).*

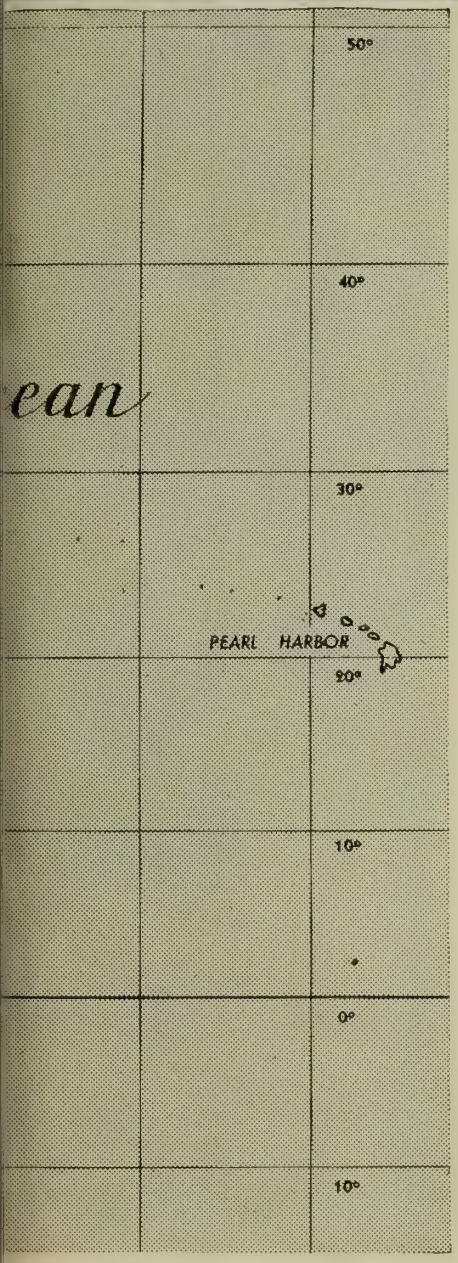


ALL HANDS CHRONOMAP

WHAT HAPPENED & WHERE

1. One hundred and fifty airforce technicians land at Atsugi Airfield, stop only to raise the Stars and Stripes and then begin preparing the field for the arrival of thousands of American airborne troops (28 August).
2. Generalissimo Chiang Kai-shek and three Communist leaders of China's Yenan Province end long feud in Chungking and make considerable progress in ending China's factional disputes (28 August).
3. The formal surrender is completed when the Japanese and United Nations representatives sign surrender papers aboard the USS Missouri in Tokyo Bay (2 September).
4. Truk, famous Jap bastion, often battered but never invaded, surrenders without a fight as Japs wave greetings to American airmen (2 September).
5. Russia takes over the whole of Sakhalin Island and assumes jurisdiction over the Kuril Islands (2 September).
6. Gen. Yamashita, conqueror of Malaya and Singapore, meekly surrenders to Gen. Wainwright at Baguio, in Luzon in the Philippines, thus ending warfare in those islands (3 September).
7. Units of the British Fleet steam into Singapore and that fortress is reoccupied three years and six months after Britain had suffered one of her worst military defeats there (3 September).
8. Advance American units land on Kyushu, southernmost of the main Japanese islands, preparatory to its occupation (4 September).
9. The moment for which American fighting men and civilians had been waiting comes when the vanguard of the crack 1st Cavalry Division proudly rolls into bomb-shattered Tokyo to prepare for formal occupation (5 September).

THE MONTH'S NEWS



Gen. Hideki Tojo, "The Razor," who was Premier of Japan when that nation attacked Pearl Harbor, unsuccessfully tries to commit suicide in his Tokyo home by shooting himself.

Lieut. Col. James P. S. Devereux, who commanded the gallant Marine garrison on Wake Island early in the war, is located in a Jap prison camp in Hokkaido, northernmost of Jap home islands, refuses to leave until all his men are evacuated (12 September). Three Superfortresses take off from Hokkaido on record-breaking 6,500-mile flight to Washington. Head winds force them to refuel at Chicago.

SURRENDER SIGNED . . . OCCUPATION LAUNCHED . . . PEACE TAKES SHAPE

PERIOD 21 AUGUST THROUGH 20 SEPTEMBER

Victory Brings Burdens

"Victory always has its burdens and its responsibilities as well as its rejoicing . . . America can build for itself a future of employment and security. Together with the United Nations it can build a world of peace founded on justice and fair dealing and tolerance."

This was 1 September when President Truman spoke thus for the American people, and the ink was hardly dry on the formal surrender papers ending the world's bloodiest war. For the first time in 2,000 years Japan was a thoroughly beaten nation, her fleet shattered, her armies scattered, her cities crushed, her "sacred soil" supporting American occupation troops.

It was pointed out as symbolic of the new state of affairs that the man who stressed the need for international cooperation should have come from the Midwest, often before called the backbone of American isolationism. For with the return of peace, American foreign policy, as befitted the world's most powerful nation, quickly showed it was prepared to shoulder victory's "burdens and responsibilities" in world affairs.

Hitherto obscured by armed might, the nation's trump card in the diplomatic game emerged as the much-maligned dollar. For it was not long before there was heard the clamor for credits for reconstruction of war-ravaged territory and rehabilitation of disrupted economies. The end of lend-lease produced considerable agitation, particularly in England.

Occupation of Japan Begins

While the leading statesmen of the United Nations prepared to gather in London to cope with post-war headaches, the problems uppermost in American minds for most of the month following cessation of hostilities concerned the occupation of Japan. For one week, although there were no serious incidents, Americans fretted over the possibility that Japan might be plotting another "sneak" attack.

On Monday, 27 August, the first step in Gen. MacArthur's elaborate occupation plan was taken. Admiral Halsey's mighty Third Fleet, supplemented by two British battleships and a carrier, swept into Sagami Bay, which guards the entrance to Tokyo Bay. There, Jap envoys boarded the USS *Missouri*, turned over charts of nearby waters and received further detailed instructions.

The next day 150 airborne American air force technicians stepped onto Japanese soil at Atsugi airport less than 20 miles from Tokyo, paused only to raise the Stars and Stripes, and then with characteristic efficiency readied the field to receive transports bearing American troops. At the same time, our naval units began their majestic procession through the narrows into Tokyo Bay.

The realization of a long-cherished dream drew closer for three of America's war leaders the next day, Wednesday, 29 August. On this day, Admiral Halsey, aboard the *Missouri*, entered Tokyo Bay and anchored off Yokosuka; Admiral Nimitz came from Guam to board the *South Dakota;* Gen. MacArthur reached Okinawa.

On Thursday, the occupation of Japan was accelerated. All day planes roared into Atsugi Field, disgorging thousands of soldiers, while at the same time, battle-toughened marines and bluejackets waded ashore to take possession of Yokosuka. The same day, Gen. MacArthur landed at Atsugi from Manila and established headquarters in Yokohama, just a few miles south of Tokyo.

During the next two days American forces in Japan increased their hold,

LAST NOVEMBER

Flying from Saipan, B-29s make first landbased plane raid on Tokyo while carrier aircraft continue raids on Luzon and fleet bombards Iwo Jima. On European front six Allied armies open great offensive on 450-mile front, and Germans pull out of Greece and Albania.

NOVEMBER 1945

SUN	MON	TUE	WED	THU	FRI	SAT
*	*	*	*	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	*

spreading out to take all strong points in the vicinity of the Nipponese capital. It was during this process that they encountered the first batches of liberated American prisoners, nearly all of them suffering from malnutrition, disease, torture, or all three.

The Papers Are Signed

It was 2 September, Tokyo time, when around a table on the veranda deck of the *Missouri*, the finishing touches were put to a war that had in reality begun eight years earlier when Japan attacked China. On the table were two sets of the unconditional surrender papers, one set for the Japanese, who stood sullenly nearby. First to sign was Jap Foreign Minister Mamoru Shigemitsu, who pulled two watches from his pockets before getting his pen. He was followed by Gen. Yoshijiro Umezu, chief of the Imperial General Staff.

At this point, Gen. MacArthur stepped to a microphone and announced:

"The Supreme Commander for the Allied powers will now sign in behalf of the Allied nations at war with Japan."

Gen. MacArthur signed with five pens, the first of which he handed to Gen. Wainwright. The next signatory was Admiral Nimitz as "the representative of the United States of America."

Then, in rapid succession, the papers were signed by representatives of China, the United Kingdom, Russia, Australia, Canada, France, the Netherlands and New Zealand.

Said Gen. MacArthur:

"It is my earnest hope and indeed the hope of all mankind that from this solemn occasion a better world shall emerge out of the blood and carnage of the past."

Thus ended the fighting that in almost three years and nine months had killed more than 250,000 Americans, wounded more than 650,000 and had cost the United States $287,181,000,000.

Preventing a Recurrence

With the formal surrender negotiated and occupation apparently moving smoothly, the next problem was how to make sure that:

- The Japanese military cult is destroyed and a democratic and peaceful Japan substituted.
- Japan is so surrounded that even should she wish, she never could start another war.

In considering the first problem, one group contended it would be necessary completely to recast Japanese society, ousting the emperor as a tool of militarists and industrialists. Another school felt the Japanese reformation could be achieved by working through the emperor toward a sort of constitutional monarchy along the British lines.

Remaining aloof from this discussion, the Navy dealt with the problem of preventing another war by recom-

Official U. S. Navy photograph

JAP DELEGATION boards Missouri to sign surrender papers, first time Nippon had capitulated to a foe in over 2,000 years.

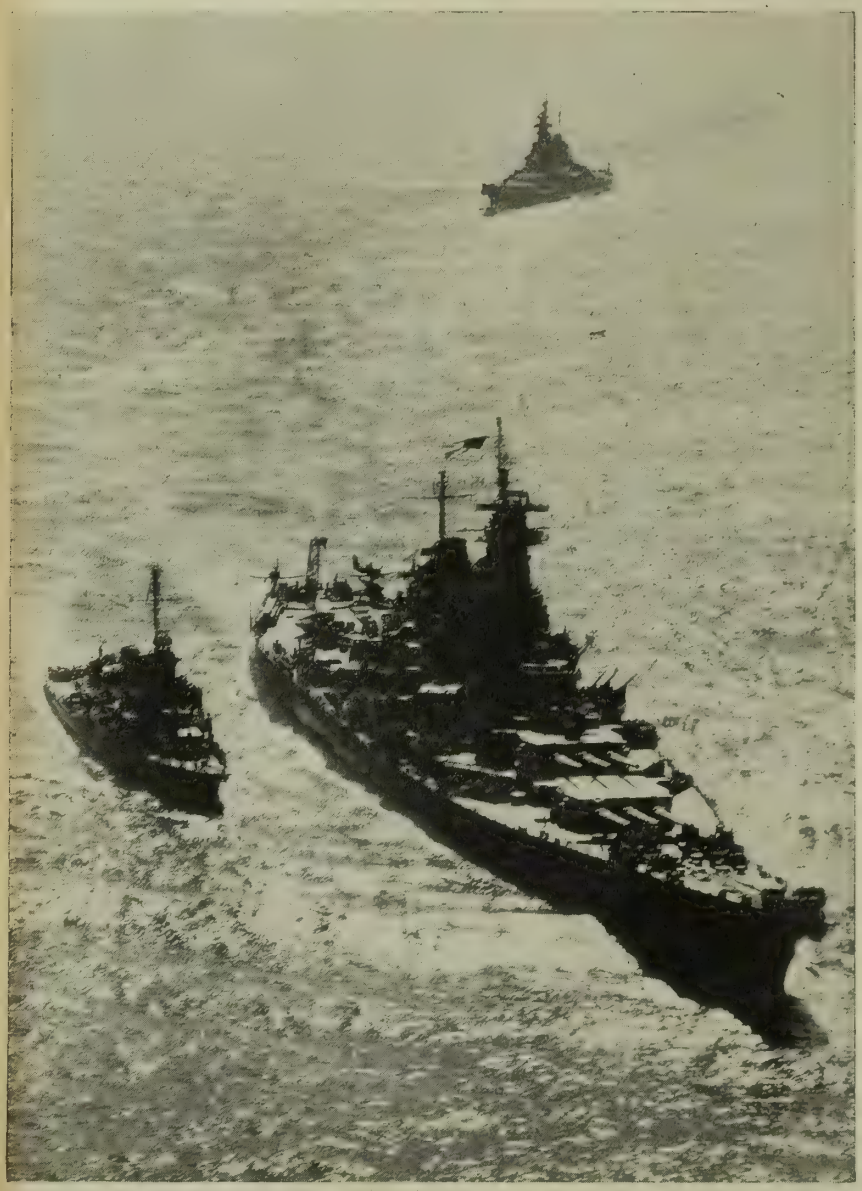
Official U. S. Army Signal Corps photographs

MAMORU SHIGEMITSU, Japanese foreign minister, signs the surrender documents, one in English, one in Japanese, on behalf of Emperor Hirohito. After him came General Yoshijiro Umezu who signed for the imperial general staff. Then representatives of the nine nations which had worked together for Pacific victory signed the papers.

GENERAL OF ARMY MacARTHUR signs for Allies. Behind him: Lt. Gen. Wainwright and Lt. Gen. Percival.

FLEET ADMIRAL NIMITZ signs for the U. S. Behind him are Gen. MacArthur, Adm. Halsey, R. Adm. Sherman.

'THE PEOPLE OF MISSOURI CAN TAKE PRIDE . . .'



MISSOURI, flanked by destroyer, steams into Tokyo Bay. Astern is the Iowa.

ON 29 Jan 1944, the Senator from Missouri, Harry Truman, spoke at the launching of the nation's mightiest battlewagon, the USS *Missouri*. He said: "The time is surely coming when the people of Missouri can thrill with pride as the *Missouri* and her sister ships sail into Tokyo Bay."

Eighteen months later, the Senator had become President and the *Missouri* was destined to play an even more dramatic role than had been anticipated either during her launching or during the months of bitter fighting when she helped devastate the Jap war machine. For it was the *Missouri* that was selected for the formal surrender signing.

The $100,000,000-dreadnaught is an apt symbol of the great role played by the Navy in the defeat of Japan. The equivalent of an 18-story building in height—with seven of these stories under water—the *Missouri* helped batter Iwo Jima, Okinawa and the Toklo area.

The *Missouri*, like other American capital ships, suffeared from a Kamikaze hit. On 11 April a Jap suicide plane crashed into her superstructure and then hit her starboard side aft. The resulting fire was quickly extinguished and the *Missouri* did not even alter her course.

By the middle of July, when the Navy prepared for what was to be the final blow at Japan, Admiral Halsey chose the *Missouri* as flagship of the Third Fleet.

The 45,000-ton man o' war—she is the same class as the *Iowa*, *New Jersey* and *Wisconsin*—is the fourth warship of her name. The first was a side-wheeled frigate completed in 1842. She was destroyed by fire while anchored in Gibraltar in 1844. The second *Missouri* was a Confederate iron-clad steam ram.

The third of that name, a 12,500-ton battleship, put to sea about 40 years ago and aboard was a young midshipman named Bill Halsey, today the Admiral in command of the Third Fleet. She was scrapped in 1922 under the Washington Treaty.

mending that the United States retain nine bases in the Pacific ranging from the Aleutians to the Admiralties and including Okinawa and Iwo Jima. (See p. 4.)

Roundup of Criminals

On 11 September, Gen. MacArthur ordered the arrest of 40 war criminals including the entire Jap war cabinet at the time of the Pearl Harbor attack. The announcement of the list was followed almost immediately by the news that the top man on the list, Gen. Hideki Tojo, the "Razor," had shot himself, just as Americans were about to enter his home. For some reason, he had preferred not to use any of the three Samurai swords in the room. He pleaded with an American Army doctor to let him die. 'I wish to die by one shot," he whispered. "I am very sorry it is taking so much time to die."

"The Greater East Asia war," he said, "was a justified and righteous war. I am very sorry for the nation and all the races of the Greater Asiatic powers. I would not like to be judged in front of a conqueror's court. I wait for the righteous judgment of history. I wished to commit hara-kiri, but sometimes that fails. I therefore wish to die by one shot and please do not make me breathe again."

Reports from American medical men who were trying to keep Tojo alive for war criminal trials later indicated the would-be suicide had a good chance to recover from his wound.

Changing Spots

The surrender produced a remarkable change in boastful, blustering Lt. Gen. Tomoyuki Yamashita, "Tiger of Malaya." On 3 September, when he met Gen Jonathan Wainwright, he was docile and polite as he went about formally surrendering his forces in the Philippines to the American general who had suffered so much from its loss in the spring of 1942.

The surrender took place at Baguio, after Yamashita had left his mountain hideout in northern Luzon. An estimated forty thousand men were left of the vast forces he had led in rampaging conquest of Malaya and Singapore. Military reverses had slimmed the Jap general down from more than 200 pounds to 165.

Prisoners Liberated

The complex Japanese situation was rendered more delicate by the State Department's revelations of the bestial

treatment of American prisoners by Japan. Starvation, disease and torture had been commonplace in Jap prison camps. An unofficial report said that 20,000 Allied prisoners had died in Burma alone. Spurred by these reports as well as by the testimony of liberated prisoners, American authorities compiled the list of Jap war criminals who would face trial.

Postwar Prestige

Along with the United States, Russia emerged from the war with increased prestige and power. In spite of dreadful manpower losses and property destruction, the U.S.S.R. was playing the most dominant international role in her history. Far beyond mere territorial acquisitions in Europe and the Far East spread her intangible sphere of influence.

Inside Russia, the emphasis was on reconstruction; a five-year plan was under way. Among the people, according to correspondents, there was every confidence that Russia would be able to recover. Already prices had been drastically cut on butter, sugar, kitchen utensils and food and consumers' goods had become more plentiful. One American newspaperman said Moscow's stores were like New York's department stores before Christmas.

Peace in China

The United States and Russia joined forces to restore internal peace in China for the first time in a generation. Their object was to effect a union between the Communists of Yenan Province and the Central Government of China. On 28 August these efforts attained their first goal when Communist leader Mao Tze-tung flew to Chungking with our Ambassador to China, Gen. Patrick J. Hurley, where he dined with Generalissimo Chiang Kai-shek. It was their first meeting in 18 years.

After the conference the Generalissimo delivered a speech, stressing four points:

Official U. S. Army Signal Corps photograph

FIRST AMERICAN forces to land on Japan's home island unload their planes at Atsugi airport only 200 miles from Tokyo. Nip soldiers watch operations.

- He would immediately take under consideration the proposal to broaden the membership of the Central Government, implying that the Communists would be admitted.
- He would include Communists in the forthcoming conferences out of which would emerge a new Chinese constitution.
- Criticism of his government's policy toward political opponents and their newspapers would be met by lifting restrictions on political activities and by guaranteeing freedom of the press.
- The men who had fought under Communist leadership would not be subject to discrimination.

In doing its part to achieve this harmony, the United States had played a quiet, but strong role, acting as mediator between both factions, finally persuading the Communists to meet representatives of the Central Government.

Some observers said that Russia's role was even more important. The Russians, by agreeing to cede Manchuria to the Central Government, had made it obvious they considered Chiang the head of the Chinese government. Russia emerged with full control of Sakhalin Island and jurisdiction over the Kurils.

Worse than Warsaw

While efforts continued to assay how much longer the Japs would have continued without the atomic bomb, American correspondents wired accounts of Hiroshima as seen on 3 September, nearly a month after the bomb had struck. One correspondent sent the following report:

"The atomic bomb still is killing

Photograph from Press Association, Inc.

TOJO, Japan's premier at start of war, looks out of his window (at left) just before he shot himself in chest. Breaking down door, Yanks found him semi-conscious on couch (at right), sought to keep him alive for war guilt trial.

Japanese at the rate of 100 daily in flattened, rubble-strewn Hiroshima . . . where the stench of death still pervades and survivors of relatives of the dead, wearing gauze patches over their mouths, still probe among the ruins for bodies or possessions.

"This is the world's most damaged city, worse than Warsaw or Stalingrad, which held the record in Europe. Fully four square miles constituting 60 per cent of the city, are absolutely levelled and the houses and buildings in the rest of the city are irreparably damaged.

"As a war correspondent in Europe and the Pacific I have never looked upon such scenes of death and destruction. It was enough to take your breath away when standing in the center of the area where the bomb fell."

With the enemy's surrender there emerged a number of proposals concerning the custody of the atomic bomb. On the one hand, Churchill asked that it remain in Anglo-American hands "for the common safety of the world." This stand was disputed by Edward R. Stettinius Jr., chief United States representative of the United Nations Organization, who felt that eventually this weapon should be turned over to the military staff of the UNO. His successor as Secretary of State denied that the United States had made any such plans. Secretary Byrnes insisted that it was for Congress alone to decide its disposition by legislation.

Nazis Indicted

There was little secrecy regarding another important war hangover on which the Allied nations are working jointly—the German war criminals. On 29 August, the committee handling the investigation announced the indictment of 24 Germans who had played leading roles in the barbaric Third Reich. Included in the list were Goering, von Ribbentrop, former Foreign Minister; banker Hjalmar Schacht; munitions-maker Krupp and top Army and Navy men of the Reich.

Official U. S. Army Air Forces photograph

TOTAL DESTRUCTION resulting from dropping of the first atomic bomb may be seen in this photo of Hiroshima taken after we moved into Japan.

In Norway, the man who had sold his country to these nazis—former puppet Premier Vidkun Quisling—was sentenced to death. He labeled himself a "martyr."

Sparks in Balkans

The Balkans, long-famous as Europe's tinderbox, gave America's revitalized foreign policy an unexpected test that produced sparks. Secretary of State Byrnes disregarded the circuitous language of diplomacy, bluntly announced that the United States did not consider the Bulgarian government "adequately representative" of the country's democratic elements. He urged that the imminent election in Bulgaria be "free from the fear of force and intimidation." He made it apparent that otherwise the United States would refuse to recognize the new government.

British Policy Outlined

In Britain Laborite Foreign Secretary Ernest Bevin outlined the course the Labor Government would pursue in foreign affairs. One correspondent said of Mr. Bevin's speech that if it had been delivered by Churchill it would have surprised no one.

Substantially, Mr. Bevin showed that Great Britain's foreign policy would remain unchanged by the election results; that he, like Churchill, was strongly opposed to presiding over the liquidation of the British Empire. On specific issues, the Foreign Secretary was consistent with his words. He refused to support intervention in Spain. He indicated determination to regain control of Hong Kong, a British Crown Colony.

For all of her assurance in foreign affairs, England was no longer the power of pre-war days. The sudden end of lend-lease had revealed her weakened internal condition. Sorely in need of raw materials, England could not hope to extricate herself by establishing a favorable trade balance through heavy exports alone. She desperately needed a loan and the United State alone could meet that need.

Secretary of State Byrnes said it was not correct to assume that the United States would cancel Britain's 13-billion-dollar lend-lease debt.

In the United States to get quick financial assistance were Lord Halifax and Lord Keynes. But it would be Congress which would make the decision. Great Britain's great arguments would be not so much her economic status as her appeal as an ally to an America with a new sense of its international responsibilities.

From France, on a state mission came Gen. Charles de Gaulle. He received a tumultous ovation in New York, was welcomed cordially in Washington. But whether he was able to translate this goodwill into cash for his country was not known.

Official U. S. Navy photograph

LIBERATION PARTY of U. S. Navy moves toward Mission Mill Camp No. 2 in Tokyo area where Allied prisoners had lettered buildings to spur rescuers.

NEWS of the NAVY

Ships Home Navy Day. Many of America's most famous fighting ships, back from the battle areas, will return to American ports for Navy Day, 27 October, when a grateful nation will rally its festive forces to pay tribute to the American Navy in celebrations throughout the country.

Civic and other organizations are making plans to key this year's celebration to the achievements of the Navy in World War II. Bands will play; flags will be broken out; speeches will be made and parades will be staged, but the highlight of the 1945 activities will be return of the fleet units.

Among the battleships which will be in Atlantic ports will be the USS *Missouri*, which was the scene of the formal signing of the Japanese surrender papers.

The tentative deployment schedule of the ships:

U.S. Atlantic ports—the battleships *Missouri, North Carolina, Washington, New Mexico, Mississippi, New York* and *Idaho;* aircraft carriers *Randolph, Wasp, Enterprise, Ranger, Monterey, Bataan* and *Langley;* cruisers *Boise, Richmond* and *Concord;* destroyers *Charles Ausburne, Aulick, Claxton, Dyson, Braine, Converse, Foote, Young, John Rodgers, Harrison, McKee, Murray, Kimberly, Ringgold, Schroeder, Sigsbee* and *Dashiell.*

U.S. Pacific ports—the battleships *South Dakota, Wisconsin, Indiana, Alabama, Iowa, West Virginia, Colorado, Maryland, Arkansas,* and *Texas;* carriers *Ticonderoga, Hornet, Saratoga* and *Bunker Hill;* cruisers *Baltimore, Pittsburgh, Amsterdam, Vicksburg* and *Tucson;* destroyers *Mansfield, DeHaven, Lyman K. Swenson, Collett, Maddox, Blue, Brush, Taussig* and *Samuel N. Moore.*

The official sponsor for the Navy Day celebrations is the Navy League of the United States. The Office of Public Information is in charge of all naval participation in the program.

Ships on Jap Duty. In an announcement that is "subject to later modification," the Navy has listed eight carriers, 14 cruisers and 50 destroyers of the Third Fleet that are "scheduled to remain in Japanese waters on surveillance duty."

These ships have been directed to transfer from 10 to 20 per cent of enlisted personnel, if eligible for discharge, to vessels due to return to the states.

Carriers remaining are: *Yorktown, Shangri-La, Bon Homme Richard, Lexington, Hancock, Independence, Cowpens, Belleau Wood.*

Cruisers: *Topeka, Duluth, Atlanta, Dayton, Oklahoma City, Pasadena, Springfield, Wilkes-Barre, Boston, Quincy, St. Paul, Chicago, Flint, Oakland.*

Destroyers: *C. K. Bronson, Cotten, Dortch, Gatling, Healy, Cogswell, Caperton, Ingersoll, Knapp, Cushing, Colahan, Halsey Powell, R. K. Huntington, Uhlmann, Benham, Yarnall, Twining, Stockham, Wedderburn, Bar-*

Vice Admiral Randall Jacobs, USN

Official U. S. Navy photographs

Vice Admiral L. E. Denfeld, USN

DENFELD NEW PERSONNEL CHIEF

VICE ADMIRAL Louis E. Denfeld, USN, took over the duties of the Chief of Naval Personnel 15 September succeeding Vice Admiral Randall Jacobs, USN, who had held the post during the war years.

Admiral Denfeld was named to his new post by Secretary of the Navy Forrestal after returning to Washington from the Pacific, where he commanded a battleship division during the spring and summer of this year. This division supported the Okinawa invasion, and was part of a task force that battered the Jap home islands.

The appointment was confirmed by the Senate on 11 September.

Admiral Jacobs has been assigned to duty as commandant of the Thirteenth Naval District, with headquarters in Seattle. Behind him the admiral left a job officially called "well done" during a time when the Navy was called upon to carry out one of the most strenuous assignments in its history.

As Assistant Chief of Naval Personnel, Admiral Denfeld served with Admiral Jacobs for most of the war period which saw BuPers assume an important role in building the Navy from 337,000 officers and men into the mightiest seagoing war machine the world has ever known, a sea power that included 3,389,000 officers and men when victory was won.

Training of the hundreds of thousands of raw recruits into fighting men was but part of the job, for the new American Navy was not just bigger than anything known before, it was far more complex. Men had to be prepared for 30 different types of combat vessels, 50 different types of auxiliaries, 35 types of landing craft. For each ship were needed many highly specialized skills. It required more than the construction of training stations and drill. Special schools were needed for skills such as radar, diesel engineering, damage control and Oriental languages. Facilities of famous universities had to be adapted to meet the urgent problems of a super-technical Navy. How well this personnel job was done was revealed in the Pacific and the crushing defeat of the Jap Navy.

Admiral Denfeld was born in Westboro, Mass., 13 April 1891 and entered the U. S. Naval Academy in 1908. He was graduated in 1912 and assigned to the USS *Arkansas.* During the last war he served aboard the USS *Ammen* and the USS *Lamberton.* He served in two submarines from 1922 to 1924.

When the United States became involved in this war, Admiral Denfeld, then a captain, was chief of staff and aide to a commander of a task force, Atlantic Fleet. He was awarded the Legion of Merit for this service.

The citation stressed that his "outstanding ability and untiring efforts in organizing and administering many of the vital operations for which this Task Force was responsible assisted materially in the successful war against enemy submarines and the convoying of our shipping to the United Kingdom."

On 2 Jan 1942 he reported for duty in the Navy Department as Assistant to the Chief of Bureau of Navigation, and when the title of this Bureau was changed to Bureau of Naval Personnel on 21 May 1942. he became Assistant Chief of Naval Personnel under Vice Admiral Jacobs, then rear admiral. He continued in this billet until 29 March of this year when he was detached for Pacific duty. For his services as Assistant Chief of Naval Personnel, Vice Admiral Denfeld has received the Gold Star in lieu of a second Legion of Merit.

Official U. S. Navy photograph

MASSIVE TORPEDO NETS like this one being repaired at Norfolk NOB protected wartime anchorages, frequently were laid during assault operations.

ton, Walke, O'Brien, Lowry, Allen M. Sumner, Moale, C. S. Sperry, Ault, Waldron, J. W. Weeks, Hank, Wallace L. Lind, Erben, Walker, Hale, Rowe, Smalley, Stoddard, Watts, Wren, Rogers, Benner, Hawkins, Chevalier, Higbee, Heermann, Franks, Wadleigh, Norman Scott, Perkins, English.

His big job finished, Vice Admiral John S. McCain, USN, one of the world's great carrier task force commanders, died of exhaustion on 6 September, in San Diego, Calif.

The wiry commander of Task Force 38, whose love of carriers was matched by his hatred of Japs, died on his first day back in the states after four months of combat. Less than a week before, the 61-year-old admiral had witnessed the formal Jap surrender aboard the USS *Missouri*. But even then, the man who had played such an important role in the conquest of Japan was worried.

Official U. S. Navy photograph

VICE ADMIRAL McCAIN died 6 Sept, on his first day back from war.

En route back to the United States he said:

"They are not half licked. I don't like the look in their eyes. They were just measuring us—just like you measure a man when you're going to hit him the next minute. They don't know they're licked yet. They don't know we are better men than they are."

Admiral McCain maintained unshakeable faith in his carriers. "Give me enough fast carriers and let me run them," he said, "and you can have the atom bomb." From the spring of 1944 until the end of the war, his carrier task force had destroyed or damaged 6,000 Jap planes and had sunk or damaged 2,000,000 tons of shipping.

One of his greatest triumphs came just a year ago—in October of 1944—when his ships routed the Jap Navy's carrier forces in the battle ranging from the Philippines to Formosa. That victory meant the end of the Jap air force in the Philippines and made it possible for American ships to move boldly into the China Sea.

The admiral, it was reported, was to have taken a post in the Veterans Administration, directing affairs for naval veterans.

Born in Teoc, Miss., he entered the United States Naval Academy after a year at the University of Mississippi and graduated in 1906. During World War I he served aboard the old cruiser *San Diego*, which escorted convoys.

So intense was his interest in aviation that at the age of 52 he earned his wings. In September 1942, he was named chief of the Navy's Bureau of Aeronautics and later became Deputy Chief of Naval Operations (Air), before taking over command of Task Force 38 under Admiral William F. Halsey Jr.

Among Admiral McCain's awards were the Navy Cross and the Distinguished Service Medal with gold star.

The body was flown to Washington and buried in Arlington National Cemetery, with all the honors befitting not only his rank, but his courage and great contribution to America's many naval victories in the Pacific.

Another tribute was paid to him by Secretary of the Navy James Forrestal, who said:

"The news of the death of Vice Admiral McCain was received with regret and sorrow by the entire Navy. He was a fighting man all the way through. His conception of the aggressive use of fast carriers as the principal instrument for bringing about the quick reduction of Japanese defensive capabilities was one of the basic forces in the evolution of naval strategy in the Pacific war. He was held in the deepest affection by all who knew him throughout the Navy, both military and civilian."

Tribute to Vice Admiral Willis A. Lee Jr., USN, who died on 25 August, was paid by Secretary of the Navy Forrestal, who pointed out that the Admiral's arduous duties in the South Pacific had contributed to his death.

"Vice Admiral Lee's name," said Mr. Forrestal, "will be associated inextinguishably with one of the pivotal victories of the American Navy in the war against the Japanese. His arrival in the waters of Savo Strait during the night of 14-15 Nov 1942, when a Japanese convoy carrying thousands of troops was coming down the Slot for an all-out, and the Japanese believed final, assault on the embattled marines of the First Division, undoubtedly saved that island for the American cause, as well as the lives of the marines on it."

Thereafter, Admiral Lee served in the Pacific with the Third and Fifth Fleets for two and a half years. He succumbed to heart disease in a small boat that was taking him to the USS *Wyoming* off the coast of Maine. He was 57.

Houston. Details of the sinking of the USS *Houston* in February 1942, came to light last month after Ameri-

Official U. S. Navy photograph

VICE ADMIRAL LEE died following long service during Pacific war.

cans took over Jap prison camps in Thailand—now known again as Siam—and in Japan. At the same time, from these same camps emerged stories of the brutal treatment of thousands of American prisoners.

On 14 March 1942, the Navy said it had received a report which indicated that the *Houston*, flagship of the Asiatic Fleet at the outbreak of war, had come into contact with a force of Japanese ships while trying to get through Sunda Strait during the night of 28 February. Nine months later came a short-wave broadcast, purportedly from one of the *Houston's* officers. But the Navy did not consider this sufficient evidence to change his status from "missing" to "prisoner of war." The first official word of the cruiser's personnel came from Tokyo via the Red Cross on 9 Feb 1943, when that organization said four *Houston* officers were Japanese prisoners.

When surrender came and the Americans began taking over these prison camps they learned the story of the *Houston's* last fight from an Australian medical officer who had seen her go down, guns blazing to the last.

After sundown the *Houston* and the Australian cruiser *Perth*, decided to try to negotiate Sunda Strait, the only remaining escape route to Australia. The *Houston* had been damaged the previous day during the Battle of Java Sea. The Australian medical officer was aboard the *Perth*.

Off St. Nicholas Point both ships were taken on by a Jap force of eight cruisers and a dozen destroyers, with shells coming from three directions simultaneously. Though short of ammunition from the Java Sea engagement, the *Houston* fought back with everything she had. She was struck by four torpedoes and another four hit the *Perth*. The Australian ship went down first.

From a lifeboat, the Australian saw the *Houston* still firing, though hopelessly outnumbered and badly damaged. Toward the end, according to the Australian officer, the American warship was reduced to firing anti-aircraft and star shells, having exhausted her ready ammunition boxes.

A new *Houston* was commissioned on 20 Dec 1943.

Nimitz Day. New York City has reserved for Fleet Admiral Chester W. Nimitz its first official reception

More Sports, Shows, Hobbies a Navy Expands Recreation

RAPIDLY going into operation at all naval activities is an expanded recreation program, designed primarily for slack time during the demobilization period.

The expansion program has been approved by SecNav with the statement that he considers the proper organization and conduct of such a program one of the most important responsibilities of all officers in command positions.

Helping implement the program will be a welfare and recreation manual, to be distributed to all commands, which will include detailed information on carrying out the entire program of recreation, athletics, entertainment and related subjects.

Athletics will play an important role in the program with more and better sports contests, emphasizing maximum participation and spectator interest, and area competition leading to elimination tourneys. Officiating will be improved by the appointment of officers-in-charge who will pick and train men for the jobs. Rule books and manuals on officiating for all sports will be distributed by BuPers.

In the field of entertainment the program calls for the continued use of professional entertainment, such as movies, USO shows, and personal appearances of celebrities. However, most emphasis will be on the Navy entertaining itself. There will be traveling sailor show units, more "self-entertainment" affairs, using teams especially trained to assist local commands stage their own shows, as well as wider use of local music programs and more audience-participation radio shows.

The expansion program also includes the enlargement of the field of arts, crafts and hobbies in order to give the enlisted man an opportunity to regain his former skill or develop new ones. Exhibits of articles made by servicemen will be encouraged and special awards will be made for the best articles. Ship's Service stores and PXs may be utilized for the sale of high quality items made by the men.

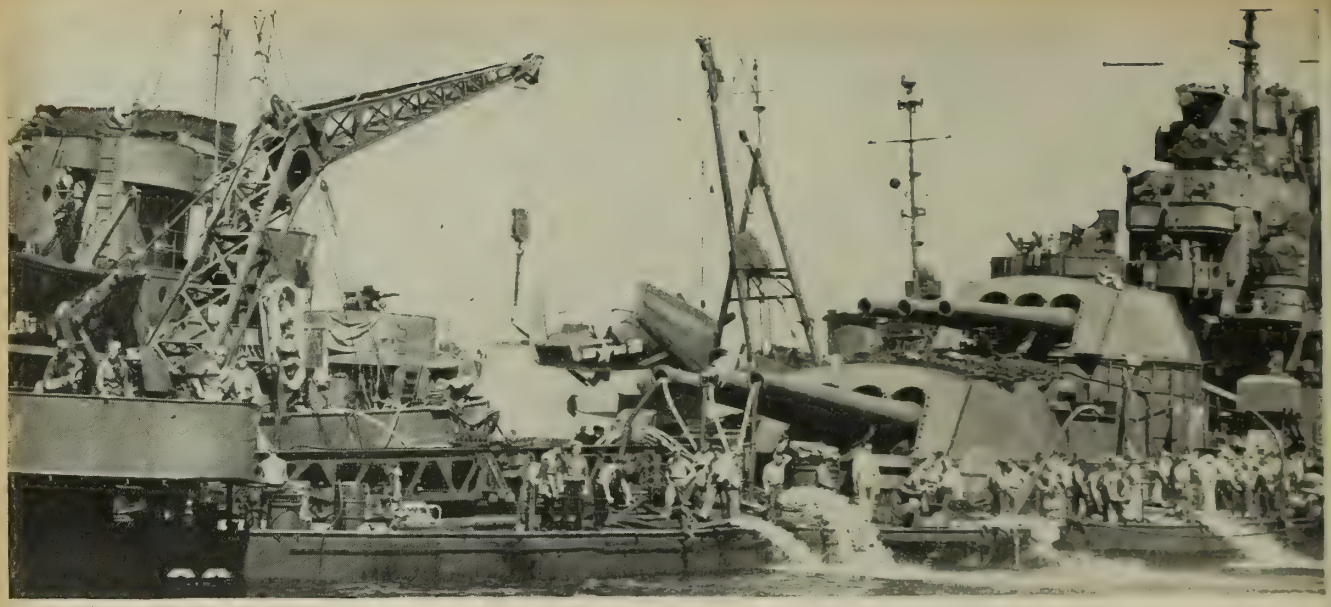
Still other phases of the program call for the establishment of more rest camps wherever possible, increased library facilities, encouragement of fishing by setting aside more boats solely for fishing parties, enlargement of the gift departments in ship's service stores, sight-seeing and excursion trips, establishment of a supply point in Japan for welfare and recreation material, purchase and shipment overseas of $30,000 in Christmas tree ornaments, procurement of photographic materials such as film, printing paper and developing chemicals, and tours by official Navy and Marine Corps bands.

Recreation officers pointed out that ship and station newspapers can be one of the most effective tools in the entire expansion program by providing wide publicity for the unit and area command program. All possible use should be made, they said, of ship and station papers, bulletins, posters and radio programs.

SOME OF THE BEST musicians in the business, organized into Navy bands like the one above, are entertaining sailors from Yokohama to the Aleutians.

Official U. S. Navy photographs

EXPANDED RECREATION program calls for more gear for athletics.



Official U. S. Navy photograph

PUMPS WORK FURIOUSLY to disgorge water from Pennsylvania after she took an aerial torpedo in her stern off Okinawa. Crew succeeded in keeping her afloat. To reach damaged areas hoses were lowered through gun turrets.

for a Navy hero of this war. The city is turning on the heat to make Nimitz Day, 9 October, the equal of anything held so far in the way of postwar celebrations.

In addition to the motor procession along the route followed by Gen. Eisenhower and Gen. Wainright, the city's plans call for a mammoth parade, the first of its kind to be held since the end of the war.

It seemed likely that even before the New York City celebration, there would be a similar reception for the admiral in Washington, D.C. This was expected to occur a few days before the New Yorkers cut loose with the brass bands and ticker tape.

One report said the admiral would be accompanied by 12 Navy winners of the Congressional Medal of Honor.

Knighted. HMS *Duke of York* was the scene on 10 August when Admiral Sir Bruce Fraser, KCB, KBE, Commander in Chief of the British Pacific Fleet, invested Fleet Admiral Nimitz with the Order of Knight Grand Cross of the Bath. Admiral Fraser acted on behalf of His Majesty, King George VI. Attending the presentation were 50 officers and 100 enlisted men of the American Navy and the ship's company of the *Duke of York.*

The Germans were about six months too late in the development and mass production of many new weapons, said Secretary Forrestal upon his return from a trip to Germany, but another "maniac" might spur the Germans to resume research in these fields. The Secretary therefore urged "the necessity of a substantial and alert postwar research program in military fields—and this research should be carried through to the actual production of pilot models."

"I have referred on previous occassions," he said, "to the crucial importance of continuing research in all types of Navy weapons after the conclusion of the war. From what we have learned in Germany, as well as what we already knew ourselves, we can be sure that if, unhappily, there should be another war, it will be fought with fantastically new weapons."

A plane disaster. A Navy bomber ran wild on Eniwetok Atoll in the Marshalls on 9 August, destroying 85 planes, damaging 55 others and killing 10 men.

The Navy Liberator, taking off on a reconnaissance and bombing mission, veered from the runway and plowed into planes assembled in a replacement pool for carriers. Seven of the plane's nine 500-pound bombs burned or exploded and the plane's 2,900 gallons of gasoline blazed.

Navy patients. The nearly 15,000 Navy and Marine patients who were overseas on V-J Day and who are scheduled for evacuation to the United States will be back in the States by mid-October, BuMed estimates. The return of these men to the States, however, will not mean the disestablishment of all overseas hospitals; some will be kept to serve the Navy's continuing needs.

Now in operation in the States are 54 naval hospitals, 40 of which are general hospitals. A new naval hospital at Houston, Texas, of permanent construction, is scheduled to be commissioned the first of next year. It will accommodate 1,000 patients. On the other hand, the Veterans Administration will receive from the Navy three hospitals as soon as they can be released.

Flight training fatalities. The Navy's aviation training program, which produced 60,000 pilots and 40,000 aircrewmen after Pearl Harbor, had accidents resulting in the death of 1,855 students, instructors and aircrewmen. By 1944, the number of fatal accidents was .026 per thousand flight-hours, or about one-third less than that for the pre-war period from 1936-41.

Hero of Wake. From a prison camp in Hokkaido came another American hero, one of our first—Lt. Col. James P. S. Devereux, of the Marines, who commanded the Marine garrison on Wake Island that fought so gallantly before surrendering. Quickly he disclaimed credit for the battle cry: "Send us more Japs."

Wryly, he observed: "We had all and more than we could handle right then and there. There were just too many of them for us to hold off any longer." However, he admitted he gave his men the "cease firing" order three times before they complied.

Sticking to a great tradition to the end, he refused to leave the prison camp until all his men had been evacuated. In accordance with another Marine tradition, he refused to acknowledge his promotion from major until officially notified.

CASUALTY FIGURES

Casualty figures among naval personnel through 20 September totaled 148,880. Totals since 7 Dec 1941:

	Dead	*Wounded*	*Missing**	*Prisoners**	*Total*
U. S. Navy.....	33,547	24,554	10,223	1,887	70,211
U. S. Marine Corps.	19,713	55,467	879	1,492	77,553
U. S. Coast Guard.	808	213	95	....	1,116
Total	54,068	80,236	11,197	3,379	148,880

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.

SHIPS & STATIONS

A hurricane that lashed Florida on 15 September caused $50,000,000 worth of damage, with the greatest loss at the Navy's Richmond blimp base, where three hangars collapsed, burned and destroyed 366 planes and 25 patrol blimps. An unofficial estimate placed the damage to the Navy base at $30,000,000. Fifty sailors at the base were injured, a few of them requiring hospitalization.

The storm swept into Georgia and North Carolina the next day, forcing vacationists from beach resorts, but the damage was slight. As it progressed northward along the eastern seaboard, the storm lost its hurricane intensity and was just another strong northeaster by the time it hit Washington and New York City.

"Lucky" Pennsy. The fabulous luck of the USS *Pennsylvania* ran out two days before the war ended. Believed to have fired more tons of ammunition than any other ship in naval history, the Pennsy had earned the reputation of being the luckiest ship in the Navy by emerging unscathed from more than a score of Kamikaze attacks. But this night, 48 hours before peace, a Jap torpedo plane opened a gaping hole in her side, her first major damage after participating in 13 amphibious operations.

CVE hit. After participating in plenty of action all the way from North Africa to Okinawa, the USS *Sangamon*, escort carrier, suffered its first serious damage when a Kamikaze crashed on her flight deck on 4 May off Okinawa.

Twelve Jap planes started on a suicide mission with the *Sangamon* as target. Nine were felled by Marine flyers, a tenth fled, another was shot down by the ship's gunners. The twelfth burst into flames about 600 yards from the ship but crashed on the flight deck.

For five hours the crew fought flames, sometimes without communications or water pressure. At times the ship was out of control. Firefighters were handicapped because the fire had made it impossible for those forward to reach men aft.

After being damaged the *Sangamon* returned home for repairs. A converted tanker, the *Sangamon* is the name ship of her class of CVEs.

Daring rescues became commonplace for the crew of the submarine *Gabilan* during a month's tour outside Tokyo shortly before the end of the war. In that time the *Gabilan* rescued 17 Army and Navy flyers who had crashed into the sea. The sub captain, Comdr. W. B. Parham, USN, became known as "head life guard on Tokyo Beach."

On one rescue mission, the *Gabilan* approached the entrance to Tokyo harbor, and while a B-29 beat off a Jap plane, the sub picked up a swimming Army flier.

Unsinkable. The USS *Aaron Ward* stayed afloat after six Kamikazes crashed into her in one hour off Okinawa. Then the minelayer, formerly a destroyer, made a 12,000-mile trip to New York for repairs. Forty-two of her crew were killed and 54 wounded in this her first engagement.

Flying ambulances. Two NATS squadrons—Air Evacuation Squadron One and Air Transport Squadron 11—literally became flying ambulances during the Okinawa campaign when they evacuated more than 25 per cent of 36,000 wounded from that island. In a single day in May, the Skymasters made 12 round trips between Okinawa and the Marianas, removing 576 wounded.

Charmed life. The USS *Biloxi*, light cruiser, which celebrated its second anniversary on 31 August, was in action almost continually from January 1944 to May 1945 without losing a man, although she was hit once by a shell and also a suicide-plane.

The *Biloxi* was one of the first warships to invade Jap home waters. In August 1944, in company with a special attack group, she chased a convoy bound for Iwo Jima and sank it within 300 miles of Japan.

Last naval salvo of the war to hit Japan was fired from the heavy cruiser *St. Paul* off Honshu on 9 August. The *St. Paul*, participating in her first major operation, got off the last three shots of the final nine-gun salvo at the moment the cease-firing order was issued. She was the last new, large combat ship to join the 3d Fleet and Task Force 38, and 74% of her crew were on their first tour of sea duty.

Official U. S. Coast Guard photograph

TWO SURRENDERED JAP SUBS rest at anchor 200 miles from home—alongside giant transport that brought men and weapons to smash Nippon.

Official U. S. Army Signal Corps photograph

FORMER GERMAN LUXURY LINER, Europa, shown leaving dry dock at Bremerhaven, is now on Navy transatlantic run bringing Yanks back home.

REPORT FROM HOME

Facing Postwar Problems

Their recess cut short by the surrender of Japan, Congressmen began streaming back to Washington the first week of September to cope with postwar problems as complex as those they had faced during the 45 months of warfare. In guiding the nation back to the ways of peace without serious economic dislocations, Congress would have to satisfy popular clamor for speed and at the same time choose warily among measures rooted in varying political and economic philosophies. Into Congressional hoppers would fall measures of vital interest to civilian and veteran; agriculture and industry; employer and employe.

Ready and waiting when Congress met on 6 September was the longest Presidential message since 1901. In 16,000 words President Truman outlined legislation needed to "build a better life here at home." Under 21 headings, the Chief Executive presented his plan to "re-establish an expanded peacetime industry, trade and agriculture, and to do it as quickly as possible." To this end, he said, he would be guided by eight major policies. They are:

"1. Demobilize as soon as possible the armed forces no longer needed.

"2. Cancel and settle war contracts as quickly as possible.

"3. Clear the war plants so as to permit contractors to proceed with peacetime production.

"4. Hold the line on prices and rents until fair competition can operate to prevent inflation and undue hardship on consumers.

"5. Hold wages in line where their increase would cause inflationary price rises. Where price ceilings would not be endangered, collective bargaining should be restored.

"6. Remove all possible wartime government controls in order to speed and encourage reconversion and expansion.

"7. Keep only those controls which are necessary to help reconversion and expansion by preventing bottlenecks, shortages of material, and inflation.

"8. Prevent rapid decrease of wage incomes or purchasing power."

Then, after telling Congress what had been done since the end of the war to expedite reconversion, he laid before the nation's legislators his plan to "tide over the period between now and the time when reconversion is completed and civilian jobs are plentiful in a stable economy that provides full production, full employment, and a high standard of living."

The President's major recommendations:

1. UNEMPLOYMENT COMPENSATION.—Legislation to supplement State benefits for the present emergency by increasing them to provide 26 weeks' protection to a weekly maximum of not less than $25; coverage extended to include Federal employes, maritime workers and others not now insured. He pointed out that if this were enacted Congress should increase the present unemployment insurance of $20 a week allowed veterans.

2. FAIR LABOR STANDARDS ACT. Substantial increase in the present 40-cent minimum wage to a level which would eliminate substandards of living and assure the maintenance of the health, efficiency and general well-being of workers. He urged inclusion in the minimum wage program of agricultural processing workers now excluded. "The foundations of a healthy national economy cannot be secure," he said, "so long as any large section of our working people receive substandard wages. . . . I believe that the goal of a 40-cent minimum was inadequate when established. It has now become obsolete."

3. WARTIME CONTROLS. Extension of provisions of Second War Powers Act because rationing of some commodities will be necessary for some time as a brake on inflation, such as followed the end of World War I. During transition, Price Administrator to eliminate rationing and price controls as supply of each commodity balances demand. Price adjustments to be made in this period as best facilitates rapid reconversion and reemployment.

4. WAR POWERS AND EXECUTIVE AGENCIES REORGANIZATION. No action by Congress to proclaim the end of the war in order to preserve war powers and wartime agencies for the present; legislation authorizing the President to reorganize the executive branch of the government. "It is the policy of this Administration," he said, "not to exercise wartime powers beyond the point at which it is necessary to exercise them."

5. FULL EMPLOYMENT. Early action on the full employment bill now in Congress, to provide machinery for a continuously full employment policy. Upon private industry must fall the primary responsibility for providing full employment. Should industry fail, he said, the government must use its own methods. "Full employment," he declared, "means full opportunity for all under the American economic system—nothing more, nothing less."

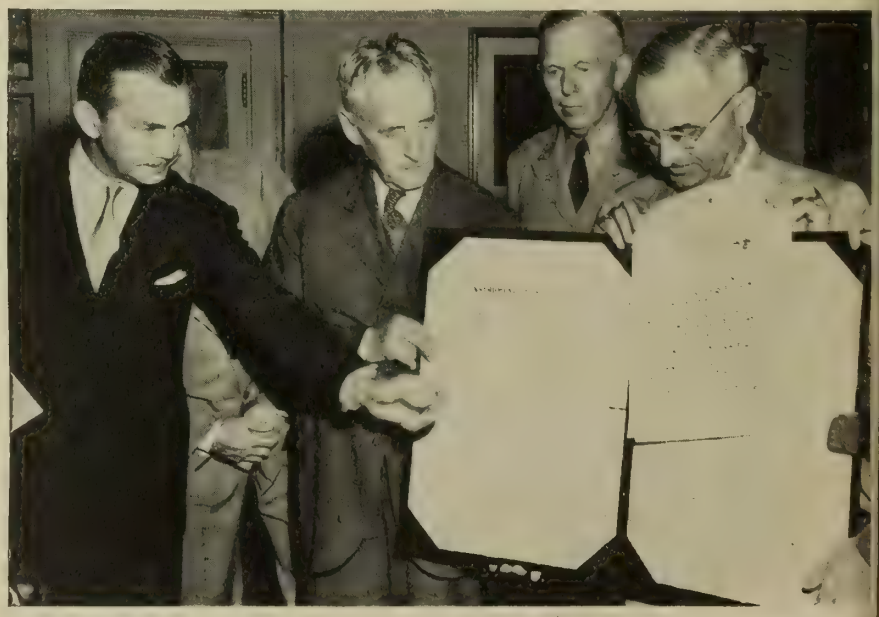
6. FAIR EMPLOYMENT PRACTICE COMMITTEE. Legislation putting the committee on a permanent basis.

7. LABOR DISPUTES AND WAGE STABILIZATION. Termination of the War Labor Board after the forthcoming industry-labor conference. "Our national welfare requires that . . . labor and industry cooperate to keep strikes and lockouts at a minimum. . . . We must look to collective bargaining, aided and supplemented by a truly effective system of conciliation and voluntary arbitration, as the best and most democratic method of maintaining sound industrial relations."

8. UNITED STATES EMPLOYMENT SERVICE EXTENSION. Continuation at least until 30 June, 1947 because of millions of veterans who will be seeking jobs and other millions of civilians shifting from war to peace jobs.

9. AGRICULTURE. Transfer of $500,000,000 of lend-lease funds to the Commodity Credit Corporation to support agricultural commodity prices as the need arises; comprehensive crop-insurance program; intensification of scientific research in agriculture and forestry; continuation of soil conservation; development of foreign markets for farm commodities.

10. SELECTIVE SERVICE. Providing Army and Navy inducements for voluntary enlistments, together with inductions from the 18-25 age group for maximum service of two years. Induction is necessary because voluntary enlistments will not produce enough men for defense of our bases, occupation and relief of present serv-



Official U. S. Navy photograph

SURRENDER DOCUMENT arrives in Washington and is viewed by SecNav Forrestal, the then SecWar Stimson, Gen. Marshall and President Truman.

icemen who should be discharged as soon as possible.

Said the President:

"Our first concern should be for those who have been in the armed forces for several years. They have been separated from their homes and from their loved ones. Many of them have been under constant fire and continuous danger for months and even years. We should try to avoid imposing further service upon them.

"The only way that this can be done is to continue the induction of young men who as yet have not served a tour of active duty in the armed services. Only when we find that we are able to obtain a suffcient number of volunteers to fill the necessary quotas for our occupational needs can we discontinue the Selective Service system."

11. HOUSING. Broad and comprehensive legislation to help private enterprise build between 10,000,000 and 15,000,000 houses in the next 10 years; Federal aid for slum clearance projects; resumption of prewar program of Federal aid for low-rent housing; improvement in rural housing, generally below city standards. "The people of the United States, so far ahead in wealth and productive capacity, deserve to be the best housed people in the world. We must begin to meet that challenge at once."

12. RESEARCH. Establishment of a single Federal scientific research agency to promote and support private research, making public the fruits of this research. He cited work on atomic energy to show successful cooperation among industry, universities and government.

13. TAXES. Limited tax reductions for 1946 as soon as possible; later, modernization of tax structure and further cuts, with a major objective the encouragement of business incentives and expansion.

14. SURPLUS PROPERTY. Creation of single administrator to replace present three-man board.

15. SMALL BUSINESS. "American small business, the backbone of our free-enterprise system," should get from Congress adequate protection and encouragement.

16. VETERANS. Clarification and liberalization of provisions for hospital and medical care, vocational training and education loan guarantees and life insurance; social security coverage for the period of service.

17. PUBLIC WORKS AND NATIONAL RESOURCES. Program for regional development of the natural resources of the nation's great river valleys; construction of Federal buildings, roads and airports; grants to states and municipalities for public works and for hospital construction.

18. LEND-LEASE AND POST-WAR RECONSTRUCTION. Export-Import Bank to extend operations to "enable the peace-loving nations of the world to become self-supporting in a world of expanding freedom and rising standards of living." Appropriation by Congress of $550,000,000 to United Nations Relief and Rehabilitation Administration. Further recommendations to be made on need for additional interim lending power.

19. CONGRESSIONAL SALARIES. Increase own salaries to $20,000 a

Photograph from Press Association, Inc.

SHE ONLY WANTS TO STUDY music, thank you, said Miss America, 1945, New York's entry at Atlantic City, when asked about Hollywood plans.

Official U. S. Army Signal Corps photograph

TABLES are turned as Jap waitress serves Gen. Wainwright in Yokohama.

year, along with repeal of provision for Congressional expense allowance. This should be followed by increases for all Federal employees in order that men of higher caliber may be obtained for government service.

20. SALE OF SHIPS. Legislation to permit sales of surplus merchant shipping to individuals and corporations.

21. STOCK PILING OF STRATEGIC MATERIAL. Legislation to bring about acquisition and retention of stock piles of materials in which country is naturally deficient, but which are necessary to the defense of the nation.

New War Secretary

Secretary of War Henry L. Stimson resigned his post 18 September after four years in that post and President Truman named Under Secretary of War Robert P. Patterson to succeed him.

In tribute to the 78-year-old War Secretary, President Truman said:

"With the inspiring leadership of Secretary Stimson, the War Department reached its highest level of service to the nation. The American people will always honor and revere him for his great achievements in peace and in war. His place in history is secure."

Mr. Patterson during the war supervised the Army's $100,000,000,000 procurement program.

In making public Secretary Stimson's resignation, President Truman revealed that he had refused to accept the resignations of John J. McCloy, assistant Secretary of War, and Robert A. Lovett, assistant Secretary of War for Air.

Court Appointment

President Truman on 18 Sept nominated Senator Harold H. Burton, Republican, of Ohio, to the Supreme Court to succeed Owen J. Roberts. Senator Burton was a member of the famed Truman Committee and a personal friend of the President. He is 57 years old. He has been a Senator since 1941.

Wainwright Returns

"This is what I've been waiting for a hell of a long time."

Then, leaning on a cane, Gen. Jonathan M. Wainwright came down the ramp of an Army C-54 that had flown him to Washington on 10 Sept. to receive in one day honors such as few Americans have been accorded in a lifetime. He rejoiced not just for the honors that awaited him. More important, for the first time in more than four years he stood in the capital of the nation for which he had fought so doggedly; a nation for which he had suffered humiliation and privation.

Behind him were the bitterness of surrender at Corregidor; the indignities of his three years as a Jap prisoner. Ahead of him, this sunny afternoon, were the warmth of an American ovation; reunion with old friends; the award of the Congressional Medal of Honor.

Photograph from Press Association, Inc.

BACK from Japan's prison camps Wainwright was met by his wife.

The memorable day for the general included roaring homage from more than 500,000 Washingtonians; speeches in the House of Representatives and the Senate; interview in the Pentagon Building; and receipt of the Congressional Medal of Honor from his Commander-in-Chief.

Several times during the day, the general shook off his new-found happiness and his lined face was grim. The first time this happened was when he touched on his experiences in a Jap prison camp.

"There," he told reporters, "the conditions were far from pleasant, and there, even the highest ranking officers were required to perform manual labor like any Chinese coolie, and other indignities were heaped upon us. But I don't care to go into more detail on that subject at the present time."

Then, standing on the Senate rostrum, he delivered a warning to his people:

"The American people must realize fully the nature of the enemy whom we knew so well. Only on a just consideration of his nature as it was revealed to us will we be able to decide such measures as must be taken to insure our future security from his lust for power."

Reconversion Speeded

As the nation moved into peace the outlook for speedy reconversion was brighter than had been expected by many observers. Within a month after the Japs surrendered, 35 billion dollars in war contracts were canceled; a good start was made in removing 14 billion dollars worth of government-

Photograph from Press Association, Inc.

VETERAN of four years in the Pacific, James Hornberger, Jr., 23, is back in eighth grade at Succasunna, N. J. Next is high school, then electronics job.

owned machinery and equipment from 2,400 privately owned plants.

Helping the return to industrial normalcy was the quick removal of governmental controls over basic materials. Prodded by reconversion chief John W. Snyder, the administration was releasing, for peacetime production, plants hitherto used almost entirely for the war. The government canceled a contract under which the Aluminum Company of America operated seven plants built by the RFC. This move was made to "create competition in the industry and to furnish additional sources of aluminum."

Another plan of the RFC would:

- Make business loans to veterans.
- Make loans against canceled war contracts.
- Finance plant reconversion or purchase.

A report by J. A. Krug, War Production Board head, based on a survey of 5,000 manufacturers in 62 industries, said that by the end of the year production of peacetime manufacturing industries would be 12 per cent higher in dollar value than the average for 1939-41. Another prediction was that by next June the rate would be 87 per cent higher than the 1939-41 average.

Production estimates of consumer goods ran far ahead of earlier forecasts. Thus, while it had been believed that automobile production for 1945 would be not more than 250,000, it was now evident that the production for December alone would equal that amount. A similar speedup was observed in the production of electrical appliances. What this meant was that it would be easier to find jobs, a matter of considerable importance to discharged servicemen and civilians alike.

Unemployment

One big problem of reconversion was the unemployment that came during the shiftover to peacetime production.

Photograph from Acme

BACK ON MARKET are war-scarce items—among them electric irons.

Photographs from Press Association, Inc.

WAR HASN'T CHANGED THINGS MUCH. Neither has Peace. Brooklyn is still Brooklyn—even in Pittsburgh. "Dem Bums" still argue with umpires.

Within ten days after the end of the war, 3,000,000 persons had lost jobs, reports the War Production Board.

That a great percentage of this number would find jobs elsewhere was believed likely. Meanwhile, however, the employment problem was aggravated by the fact that in some areas there was a shortage of labor. Hardest hit by the tremendous cutbacks in war production were cities like Buffalo, N. Y., and Detroit, Mich.

Strikes and the threat of strikes for increased wages and shorter hours became more numerous. On 14 September, the Ford Motor Company virtually ceased production, laying off 50,000 workers. The company said this move was forced by "crippling and unauthorized strikes."

Before Congress was the Murray-Kilgore bill, a proposal in the field of unemployment insurance. It proposed unemployment payments as high as $25 a week for as long as 26 weeks. These payments, according to the bill, would be financed by the Federal Government and would end on 30 June 1947. The bill still had to get the approval of both houses of Congress.

Army Demobilization

General of the Army George C. Marshall, Chief of Staff of the Army, on 20 September outlined for members of Congress plans to speed up the Army's demobilization program. Highlights:

- On 1 October critical score for enlisted men goes to 70 points, and on 1 November to 60.
- By late winter, men with two years service may be discharged without regard to points.
- Beginning in about one month, men who cannot be usefully employed in the Army will be discharged.
- Male officers of all grades, including warrant officers and flight officers, but excluding officers of the Medical Department, will be eligible for discharge if they have 75 points, beginning 1 October.

SPORTS

As the Detroit Tigers and Washington Senators went into the final days of the red-hot American League pennant race, Washington fans looked to a former Navy man for the extra punch. He was Walter Masterson, formerly CSp(A), who was mustered out in early September. In his first game he faced Bobby Feller, also recently discharged from the Navy, and scored a two-hit shutout over the Indians . . . In tennis, too, a serviceman grabbed the spotlight. Sgt. Frank Parker of the Army retained his national singles championship at For-

Photograph from Acme

CONEY ISLAND last month saw its first fireworks since before the war.

QUOTES OF THE MONTH

• Photographer to first Jap peace envoys at Ie Shima: "Let's have a little smile, please."

• Quisling at treason trial: "I would sacrifice my own position but that would have been immoral . . . I am Norway's martyr."

• Alice Blackwell, daughter of Lucy Stone, suffragette, on 25th anniversary of women's suffrage: "I'm afraid that women's suffrage hasn't done as much good as was originally hoped."

• Lt. C.J. Nielsen, one of original Doolittle fliers, captured after first raid on Tokyo: "Doing nothing is the hardest thing in the world to do."

• Winston Churchill: "I am surprised that very worthy people—but people who in most cases had no intention of proceeding to the Japanese front themselves—should adopt a position that rather than throw this bomb we should have sacrificed a million American and quarter of a million British lives."

• Rear Admiral M. Kanazawa: "Japan made very many strategical mistakes, but the biggest mistake of all was starting the war."

• In northern Luzon, Jap officer about to surrender, asked about atomic bomb: "Where did we use it against you?"

est Hills . . . Football moved into the headlines when the Chicago Bears defeated Bernie Bierman's College All-Stars. Playing a bangup game with the All-Stars was Tommy Harmon, until recently a lieutenant with the Army Air Corps . . . Professional boxing also got a big lift from the honorable discharge of Billy Conn from the Army. He said he hoped to get another crack at Joe Louis, who is still in uniform.

VETERANS

Preference for veterans in getting jobs through the United States Employment Service offices was assured recently at a meeting of the Veterans Placement Service Board. The Board was created by the GI Bill to provide veterans with "the maximum job opportunities in the field of gainful employment." Members of the Board are the Administrator of Veterans Affairs, the Director of the Selective Service System, and the Chairman of the Manpower Commission.

The program provides for special service to veterans in the 1,500 permanent U. S. Employment Service offices, with a veterans representative (preferably a veteran himself) assigned to each office and a special Veterans' Division established to serve under him.

Specifically, the local veterans' representative will be responsible for:

• supervising the registration of veterans for suitable types of employment and for their placement in available jobs.

• assisting in maintaining current information on types of jobs open in public works and in private industry or business.

• promoting the interest of employers in hiring veterans.

• maintaining regular contact with employers and veterans' organizations.

• helping in every way to improve working conditions and advance the employment of veterans.

Some of the specific policies laid down by the Board:

• In filling orders for workers, any qualified veteran shall be given priority over all nonveterans. On all orders specifying veterans, no nonveterans shall be referred. All orders received by the office must be referred to the veterans' representative.

• When veterans are available for whom no order has been placed, the veterans' representative shall make every effort to develop an opening in the industry or profession in which the veteran is qualified.

• Veterans needing employment counseling shall be served by a specially trained counselor who should be a veteran himself.

• Special preferential service shall be accorded disabled veterans.

• The veterans' employment representative shall serve any veterans having unusual problems, and every veteran has the right to see him. Service given under these conditions may include advice and information about hospitalization, loans and other benefits.

These policies are established by the board, are declared to be binding on all offices, and may not be altered in any way in the field.

Bernard Baruch, adviser to American Presidents in two wars, emerged with advice on the handling of discharged veterans. Keynote of the program was the appointment of a "vigorous, imaginative work director" who would "make certain the human side of demobilization is not forgotten." Other points were:

Change loan provisions in GI Bill of Rights and make them effective over 10 years, instead of 2.

Allow incentive tax of 25 percent less the normal rate for veterans opening new businesses, the difference to be applied on their loans up to $25,000.

ENTERTAINMENT

Ordinarily, even in wartime, the big event of the entertainment world in September would be the beginning of a new season on Broadway. But this year Broadway's high spot was a movie. It was "The True Glory," which utilized many dramatic techniques to capture the action of spirit of the war in Europe. Produced by British and American film men in both armies, the film ran 84 minutes, representing a tremendous cut from the original 6,500,000 feet of film. During the shooting of the picture, 32 United Nations combat cameramen were killed, 16 missing and 101 wounded. The critics received the movie with the most lavish praise the could muster. *The New York Times* played the story on page one.

New 'Gang Buster'. After 42 years on the New York police force, Police Commissioner Lewis J. Valentine decided there was an easier and more lucrative way of handling crime. To make crime pay, he announced his resignation in favor of the job of investigator-commentator for "Gang Busters," a radio program. The salary reported for the 63-year-old police official, who came up through the ranks, was $25,000. His salary as commissioner was $12,500.

Photograph from Press Association, Inc.

FOOTBALL is in the air as pros launch new season. Washington's Rudy Smeja is down but his team trimmed Chicago Bears, 14-7, on Soldiers Field.

DECORATIONS & CITATIONS

For reasons of security, the deed for which a man receives a decoration sometimes cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

CITATIONS GIVEN 3 LCSs, ANTI-SUB GROUP

Okinawa Action and U-Boat Capture Basis for Awards

THREE landing craft, *LCSs 31, 51* and *57*, which withstood fierce suicide divebombing attacks off Okinawa and the antisubmarine task group headed by the *Guadalcanal* which captured a U-boat off French West Africa in June 1944, have been awarded Presidential Unit Citation.

On 16 Apr 1945, *LCS 51* and *57* were off Okinawa when a formation of 26 suicide bombers penetrated our aircraft screen and dived toward the destroyer *Laffey*. *LCS 51* knocked out the first three bombers and then, as two others found their mark on the *Laffey* and silenced her gun batteries, stood by in gallant defense of the crippled ship, shooting down a fourth and a fifth suicide plane. Despite her own extensive damage, she went alongside the *Laffey*, fighting fires in her after turret and magazine and rescuing survivors.

The *57* destroyed the first four suicide planes to dive on her, then, with two 40-mm. guns out of action, her steering gear damaged and lighting and communications disrupted by the explosion of a fifth attacker close aboard, accounted for a sixth before it could complete its suicidal dive. After a seventh hostile plane had crashed into her forward part, she remained in action, brought all fires under control and checked water rushing through an 8-foot hole below her water line. She fought until the last of the Jap formation had been destroyed or routed.

The *LCS 31* scored repeated hits on two of a large formation of Kamikazes which attacked a flotilla of ships off Okinawa on 4 May but could not stop the terrific momentum of the planes, which crashed, one between her conning tower and 40-mm. gun and the other across the main deck aft. Severely crippled by fires, extensive damage and casualties, she remained in action, destroyed the third and fourth attackers, and despite severely reduced fire power, scored two more kills.

The capture of U-505 (ALL HANDS, June 1945, p. 12), the first enemy man-o'-war boarded and captured by the U. S. Navy on the high seas since 1815, earned the Presidential Unit Citation for an antisubmarine group consisting of the *Guadalcanal*, five DEs—the *Pillsbury, Pope, Flaherty, Chatelain and Jenkins*—and Composite Squadron 8.

More Than 300 Decorations Go to Those Who Saved Houston, Canberra from Japs

Three Navy Crosses and more than 300 other decorations and commendations have been given to officers and men who saved the cruisers *Houston* and *Canberra* by fighting flames, flooding and a horde of enemy shore-based planes to escape miraculously from the Japanese fleet.

Although 78 officers and men were killed and the *Houston* was holed so badly that only a skeleton crew could be left on board in an attack off Formosa last October, the two vessels were towed 1,400 miles through enemy waters to safety. Fifty Jap planes were shot down and the mission against Formosa's Imperial Naval Base was completed on schedule.

First to be hit, on 13 October, the *Canberra* was attacked by seven Jap planes that came in low beneath an overcast. All were shot down but one launched a torpedo which crashed into the cruiser's side, sending a ball of flame mast high. While gun crews fought off further attacks, flooding was halted and the cruiser taken in tow. The *Canberra's* skipper, Capt. Alexander R. Early, USN, Washington, D. C., was awarded the Navy Cross for his part in the action.

The *Houston* was hit on the following day. A torpedo landed close to the keel deep amidships, knocking out all power and causing a list of 16 degrees to starboard. Water rushing over the decks made footing precarious for damage repair parties, but the crew accomplished something new in naval history—saved a ship in which the decks and longitudinals had begun to buckle.

While both ships were under tow and funeral services were being held aboard, general quarters sounded again. Crews leaped to guns to repel a 90-plane attack. The *Houston* was hit again, with an impact that blew the hangar hatch 150 feet into the air, swept 20 men off gun mounts into the sea, killing four and injuring several. Forty-eight officers and 146 enlisted men stayed aboard and kept the ship afloat.

It was then that Tokyo Rose blared forth the news that the entire Third Fleet had been sunk.

Other men aboard the *Canberra* and the *Current*, which went to the *Canberra's* rescue, to receive awards were:

Silver Star Medal to Lt. (jg) LeRoy Merryman, USN, Philadelphia, Pa.; Boatswain Peter Kowlachyk, USN, San Diego, Calif.; Charles Cockrell, CM1c, USN, Eldorado, Kans.; John R. Barfuss, SF2c, USNR, St. Paul, Minn., and John J. Wohlfit, MoMM2c, USNR, New York, N. Y.: the Navy and Marine Corps Medal, posthumously, to Ens. Philip S. Criblet, USNR, Livingston, N. J.

The commanding officer of the *Houston*, Capt. William W. Behrens, USN, Lancaster, Pa., and the damage control officer, Comdr. George H. Miller, USN, Hammond, Ind., were awarded Navy Crosses.

Silver Star Medals were awarded to: Capt. (then Comdr.) Clarence Broussard, USN, Norfolk, Va.; Comdr. Edmund S. L. Marshall, USN, Annapolis, Md.; Lt. Joseph B. Simpson, USN, Los Angeles, Calif.; Ch. Carp. Lester J. Schnable, USN, St. Louis, Mo.; John F. Burkhart, CSk, USN, Altoona, Pa.; Herbert Ettinger, CMoMM, USNR, Pontiac, Mich., and Theodore G. Rieber, CBM, USN, Dayton, Ohio.

Bronze Star Medals went to: Comdr. Charles O. Cook Jr., USN, Detroit, Mich.; Lt. Comdr. Julius F. Steuckert, USN, Kingman, Kans.; Lt. Harold A. Keen, USNR, Durham, N. C.; Lt. Frederick A. Ruoff, (MC) USN, Pittsburgh, Pa.; Lt. (jg) William Massier, USN, Charleston, Mass.; Horace W. Harrelson, CMM, USN, Frankfort, Ill., and Walter W. Wendt, CMM, USN, McNaughton, Wis.

Fleet Air Wing 18 Officers and Men Presented Awards

Officers and men of Fleet Air Wing 18 who smashed a last, desperate Japanese attempt to strike U. S. bases in the Marianas were awarded three Navy Crosses and 21 Distinguished Flying Crosses at a recent ceremony on Tinian. Lt. Comdr. Louis P. Pressler USNR, River Mines, Mo., was awarded the Navy Cross for the same

action but could not be present for the ceremony.

Unusual activity on by-passed Marcus Island last April tipped off the Privateer and Liberator crews that the Japs were planning some sort of action. Investigation revealed that the Nips were attempting to mass enough air power for a final stab at the Marianas.

On 9 May the bombers took off on a daylight strike in the face of a driving tropical squall. Attacks were made at tree-top level, Jap bombers on the runway destroyed, tractors and building equipment turned into wreckage. Two U. S. planes were lost, but the crew of one was rescued by surface units almost within range of Marcus shore batteries.

When an ack-ack shell exploded inside one plane and set fire to boxes of ammunition, a quick-thinking crewmember, Verne S. Hartgraves, AMM1c, of Freewater, Ore., grabbed the hot shells with bare hands and threw them overboard probably saving the lives of all hands aboard. For this he was awarded the Navy Cross.

Other Navy Cross winners were Lt. Donald V. Hartig, USNR, Lodi, Calif. and Lt. (jg) Richard D. Panther, USN, Salem, Ore., pilots who inflicted particularly heavy damage in the low-level attack.

Distinguished Flying Crosses were awarded to: Earl C. Alpha, ARM2c, Monterey Park, Calif.; Colin E. Best, AMM1c, Frostproof, Fla.; Orlo C. G. Buswell, Ens., USNR, Marengo, Iowa; Paul J. Davis, S1c, Colo, Iowa; Frank R. Falk, ACRM, San Pedro, Calif.; Seymour Harris, ARM1c, Los Angeles, Calif.; Lydelle H. Hume, AOM3c, Monroe, Mich.; Malvin E. Lindblow, Ens., USNR, Lindsborg, Kans.; Marvin J. Link, S1c, Blue Island, Ill.; Wayne C. Maxwell, AOM3c, Birmingham, Mich.; Robert L. Minton, AOM2c, Gary, Ind.; Clovis J. Oregon, AMM1c, USN, Harvey, La.; Carl R. Pothier, AMM3c, Boise, Idaho; William F. Price, Ens., USNR, Altadena, Calif.; Muir E. Rickenbaugh, Ens., USNR, Basehor, Kans.; Daniel M. Sheahan, ARM1c, Chicago, Ill.; Louis B. Struckman, S1c, Aurora, Ind.; Jack W. Truex, S1c, Logansport, Ind.; Virgil E. VanCamp, S1c, Amarillo, Tex.; Vernon E. Vila, ARM2c, Verdigre, Neb., and Robert L. Wilkes, AOM2c, Kansas City, Kans.

Chief of French Mission Given Legion of Merit

Vice Admiral Raymond Fenard, chief of the French Naval Mission to the United States, has been presented with the Legion of Merit, Degree of Commander, for exceptaionally meritorious conduct and outstanding services to the government of the United States. He was cited for having "developed and strengthened ties between the French Navy and the U. S. Navy" and being responsible "for their intimate and fruitful association in in the war."

Official U. S. Navy photograph

LIBERATED NURSES, wearing dresses they made while interned in Jap prison camp, welcomed back to safety of U. S. base by Vice Admiral Kinkaid.

Eleven Navy Nurses Decorated for Work During Jap Occupation of Philippines

Eleven Navy nurses who were in Manila when the Japs attacked Pearl Harbor and who worked there and in prison camps for over three years, making the most of inadequate medical supplies to care for wounded and diseased prisoners, have been decorated with the Bronze Star Medal by the Army and a gold star in lieu of a second by the Navy. Three civilian nurses who volunteered to help them received Bronze Star Medals from the Navy.

On 9 Dec 1941 the nurses, who were stationed at the Naval Hospital Canacao, evacuated all patients to a safe area beneath the concrete floor of the hospital and then to the Sternberg Hospital in Manila. Working tirelessly, they cared for the hundreds of badly wounded that streamed in from Cavite, Sangley Point and other installations. For two weeks they shuttled from one to another of the emergency units about Manila, tending the ever-increasing casualties until, on 6 January, the entire medical unit was captured.

They continued their work until March when the unit was disbanded. Then the officers and men they cared for were moved to notorious Bilibid prison while the nurses entered Santo Tomas. In May 1943 they moved to Los Banos where the Navy nurses, with the help of the three civilian nurses, established a hospital.

At Los Banos, medical supplies were meager. Bits of corrugated tin were used for cooking and medical utensils. Torn linen and clothing served for bandages. Medicines were made from herbs and sap from trees substituted for adhesive plasters. Nevertheless, from May 1943 until February 1945, over 150 major operations, including two Caesarian deliveries, were performed. As food rations were cut, dietary deficiencies and plain starvation took heavier and heavier tolls. Burials were delayed until an internee strong enough to dig the grave could be found.

Rescue came on 23 February when American paratroopers and Filipino guerillas subdued the prison garrison, 25 miles inside the enemy lines, and freed the internees. The nurses, weak and thin after 37 months of internement, arrived in San Francisco 10 March.

The 11 Navy nurses are: Lt. Comdr. Laura M. Cobb, USN, Wichita, Kans.; Lt. Mary C. Hays, USN, Chicago, Ill.; Lt. Bertha R. Evans, USN, Portland, Ore.; Lt. Helen C. Gorzelanski, USN, Omaha, Neb.; Lt. Mary H. Nelson, USN, Elk Point, S. D.; Lt. Margaret A. Nash, USN, Wilkes-Barre, Pa.; Lt. Goldia O. Merrill, USN, Hayfield, Minn.; Lt. Eldene E. Paige, USN, Lomita, Calif.; Lt. Susie Pitcher, USN, Des Moines, Iowa; Lt. Dorothy Still, USN, Long Beach, Calif., and Lt. C. Edwina Todd, USN, Pomona, Calif.

The three civilian nurses are Miss Helen C. Grant, British nursing sister now returned to her home in Glasgow, Scotland; Miss Maureen Davis, graduate of St. Luke's Hospital, Manila, now a resident of Northridge, Calif., and Mrs. Basilia T. Steward, Chinese General Hospital (Manila) graduate, now a resident of Fairfield, Tex.

The awards were made to the Navy nurses at their present duty stations on 4 September, with three receiving theirs on the Navy Hour radio program from Washington, D. C.

Four Units, Three Ships, Two Landing Craft Commended

Four units, three ships and two landing craft have been commended by the Secretary of the Navy recently for meritorious service in the Pacific and their crews authorized to wear the Navy Unit Commendation ribbon.

Service in the Philippines campaign won citations for Mobile Explosives Unit Number 1, a PT-boat task unit comprising PT-boat Squadrons 13 and 16 and PT-boats *227* and *230*, the light cruiser *Columbia* and *LST 464*.

The explosives investigation unit, which also participated in the New Guinea and New Britain campaigns, operated continuously in the most forward areas. Its officers and men repeatedly risked their lives to clear beaches, inland waters and airstrips of unexploded projectiles. All personnel attached to and serving with the unit from 1 Mar 1943 to 31 Dec 1944, are authorized to wear the ribbon.

As the only naval force present off Mindoro after the invasion convoys had retired, the PT-boat task unit served as a major obstruction to enemy counter-landings from Luzon, Panay and Palawan and bore the brunt of concentrated air attacks throughout a five-day period. In three days they expended ammunition which had been expected to last three weeks, destroying a large percentage of attacking planes.

Personnel serving with the unit from 15 to 19 Dec 1944 are eligible for the award.

From 5 to 9 Jan 1945, while supporting landings at Lingayen Gulf, the *Columbia* was hit three times by suicide planes. The first attacker was forced to crack 50 feet from the side of the ship but sprayed the entire forward part with gasoline. Saved from serious fires by the prompt action of her gun crew, the *Columbia* was hit again the same day when a suicide divebomber hit her main deck, put two turrets out of action and caused progressive electrical failures. Despite this and further damage inflicted on her by a third attack, she stoutly continued her heavy bombardment, sending her salvos into gun positions with punishing affect.

A first-aid ship off the Philippines from 24 Oct to 30 Dec 1944, *LST 464* braved rough waters, Jap gunfire and repeated divebombing and suicide attacks to carry on her vital service of receiving and caring for casualties prior to their transfer to hospital ships.

Other units awarded the Unit Commendation, and the dates for which the awards were made, were:

PT-boat Squadron 7, 1 Apr 1944 through 1 Feb 1945. This squadron struck fierce blows at the enemy's lifeline of supply in the New Guinea area. It destroyed shore installations and ships; spearheaded a drive against 50,000 trapped Japs threatening our Aitape beachhead; rocketed and strafed hostile troop concentrations, and braved heavy fire to rescue pilots deep in hostile territory.

Patrol Bombing Squadron 101, 2 June to 31 Dec 1944. Flying without fighter escort, Squadron 101 penetrated deep into heavily defended Japanese territory on daylight reconnaisance missions, covering wide areas from the Palaus to Borneo. Without detriment to their first objective of reporting hostile forces, they sank thousands of tons of enemy vessels and shot down 18 planes.

USS *LCS(L)21*, 4 May 1945. When an overwhelming force of suicide planes attacked a flotilla of ships off Okinawa, the *LCS(L) 21* diverted the attack from the destroyer *Morrison*, the Kamikazes' main objective, to herself, downing the first attacker at a range of 800 yards. The LCS shot down three more suicide planes while the *Morrison* was crashed and sunk and her own seams split from a nearby explosion. She continued her heroic service in the rescue of more than 200 survivors.

USS *Heron*, 8 Dec 1941 to 3 Mar 1942. Carrying on her perilous duty of supplying bases and maintaining patrol planes throughout the Netherlands East Indies during the early, difficult days of the war, the *Heron* utilized limited facilities for the most effective maintenance of our hard pressed air forces. Attacked by a large force of hostile bombers on 31 Dec, she fought a seven-hour running battle, and despite heavy damage and casualties, succeeded in destroying a four-engine bomber, effected repairs and continued operations.

USS *Tabberer*, 18 Dec 1944. With her mast lost and all communications gone, the *Tabberer* rode out the severe Western Pacific typhoon which caused two destroyers to founder. With no chance to repair her damage, she bravely searched in the darkness for survivors, rescuing 55 despite the terrific rolling which plunged her main deck under water.

NAVY CROSS

Second award:

★ KEMPER, George E., Lt., USNR, Cortez, Colo.: Despite extremely adverse weather conditions, constant enemy fighter attacks and devastating antiaircraft crossfire he brought his flight into position to make bombing runs on well selected targets of strategic importance, securing four destructive hits. In a series of running engagements, the flight also destroyed an enemy fighter plane and damaged others. When one of the planes of his flight burst into flames and descended into the ocean, he immediately turned back and made four attempts to effect rescue. Each time he was driven off by enemy fighters, but in the meantime he succeeded in directing a rescue party to the area.

★ WELLER, Oscar A., Capt., USN, Coronado, Calif.: As CO of the USS *Wasp* while she was operating in support of landings of our forces on Japanese-held islands, when his ship was struck by a hostile bomb he skillfully maintained control and carried out all scheduled strikes. By his forceful and inspiring leadership, outstanding tactical ability and great personal valor under adverse conditions, he contributed materially to the success of our sustained offensive in the Pacific theater.

First award:

★ ALTMANN, Richard G., Lt. (jg), USNR, Brooklyn, N. Y.: While attached to an escort carrier, he obtained hits amidships on a Jap ship, causing an explosion. After firing his remaining ammunition, inflicting further damage to the enemy, he landed at an airfield, rearmed and returned to the battle, obtaining direct hits on a ship. He made repeated attacks, inflicting further damage and diverting antiaircraft fire from other planes that were attacking.

★ BELL, James H., Lt., USNR, Elwood, Ind. (missing in action): As leader of a bombing plane section operating from the USS *Hancock* during the Battle for Leyte Gulf, he attacked powerful elements of the Jap Navy off Samar, closing in on his target despite strong winds, enemy shelling and aerial opposition. Plunging to low altitude, he pressed home a direct hit on a battleship. He contributed essentially to the damage and destruction inflicted on the enemy in this decisive battle.

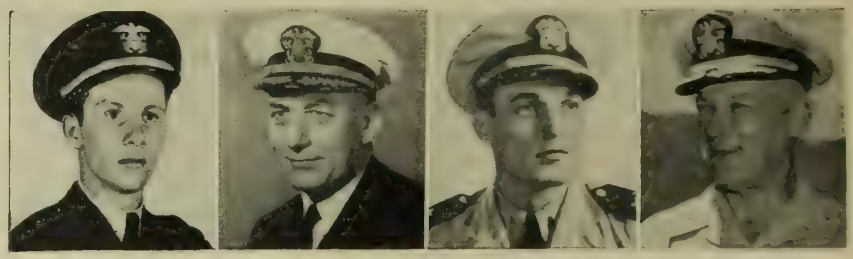
★ BERKEY, Russell S., Rear Admiral, USN, Tulsa, Okla.: While commanding forces during the Battle of Surigao Strait he led his ships with courage and determination. He gave encouragement to his force in a manner that caused his action to be largely instrumental in the success of a most difficult operation.

★ BLAKELY, Edward N., Lt. Comdr., USN, Los Angeles, Calif. (missing in action): As CO of a submarine during a war patrol he was daring and aggressive, skillfully executing well-planned attacks which resulted in the sinking of enemy ships totaling 32,200 tons and the damaging of 5,600 tons.

★ DUNCAN, Rea E., Capt., USMC, Chicago, Ill.: While commanding a rifle company on Iwo Jima on 21 Feb 1945, he received orders to advance over flat terrain towards enemy-held cliffs which commanded the entire area. Moving at a slow walk, well in advance of his men, he personally directed fire against various centers of enemy resistance. In spite of heavy mortar and artillery fire, he walked in front of the supporting tanks, coolly pointing out targets. A rifle bullet tore his helmet off, but still he went on. He was finally severely wounded in the groin, but not until he had led a dashing assault which carried 1,000 yards up the western beaches in two hours.

★ EVANS, Ernest E., Comdr., USN, Tulsa, Okla. (missing in action): As CO of the USS *Johnston* during the Battle for Leyte Gulf he boldly closed to a torpedo attack against Jap ships vastly superior in number, firepower and armor, gallantly diverting the blasts of enemy guns from the lightly armed and armored carriers he was protecting. Relentlessly bringing his

WINNERS OF NAVY CROSS



Richard G. Altmann, Lt. (jg), USNR — William W. Behrens, Capt., USN — James H. Bell, Lt., USNR — Russell S. Berkey, Rear Admiral, USN

Rea E. Duncan, Capt., USMC — William E. Ellis, Comdr., USN — Ernest E. Evans, Comdr., USN — Robert J. Hardy, Comdr., USN

George E. Kemper, Lt., USNR — Edward W. Larkin Jr., Lt., USNR — John W. Lee, Sgt., USMC — Louis P. Pressler, Lt. Comdr., USNR

Clement L. Reymann, Ens., USNR — Clair H. Voss, 2d Lt., USMC — Thomas G. Wallace, Lt. Comdr., USNR — Oscar A. Weller, Capt., USN

The citation for Comdr. Ellis and Lt. Comdr. Wallace appeared in the September issue, page 59. Photographs not available for Lt. Comdr. Blakely, Pfc. Harvey, and Capt. Hensel.

NAVY CROSS cont.

surface guns to bear on rapidly advancing units of the hostile fleet, he was instrumental in turning back the enemy at an extremely critical period of the battle. Although the *Johnston* went down under the terrific pounding of the enemy, Comdr. Evans' valiant fighting spirit will live on as an inspiration to his officers and men.

★ HARDY, Robert J., Comdr., USN, Pittsburgh, Pa.: As CO of the USS *Halford* during the Battle of Surigao Strait when PT-boats opened fire on a formidable column of Japanese ships, he placed the *Halford* in an advantageous striking position despite extremely hazardous conditions, and, launching his deadly torpedoes with precise timing in a sudden, coordinated attack, surprised the enemy and rendered him vulnerable to smashing blows from our heavy naval units. Subsequently retiring without damage from the furious engagement which resulted in the sinking of two battleships and three destroyers before effective fire could be brought to bear upon our task force, Comdr. Hardy contributed materially to the decisive defeat of the aggressive enemy force.

★ HARVEY, Colin C., Pfc., USMC, Harvey, Ill. (posthumously): In action against the enemy on Peleliu, 16 Sept 1944, he was mortally wounded while diverting enemy fire and successfully covering the advance of a medical corpsman to a wounded marine.

★ HENSEL, Karl G., Capt., USN, Baltimore, Md.: As CO of a submarine during a war patrol in enemy-controlled waters he pursued and attacked an enemy convoy, sinking or damaging enemy vessels totaling 20,000 tons. Throughout these attacks, made in spite of adverse weather conditions, outstanding ship control and the performance of a well-trained crew enabled his ship to return safely to port.

★ KEMPER, George E., Lt., USNR, Cortez, Colo.: As pilot of a carrier-based torpedo plane during the Battle for Leyte Gulf he led a flight of planes in a torpedo attack without fighter escort on a heavy cruiser. Despite a heavy concentration of antiaircraft fire and the speedy maneuvering of the target, he not only scored a direct hit himself, but also maneuvered the flight so that there were three hits out of seven torpedoes launched, which resulted in the ship's probable sinking.

★ LARKIN, Edward W. Jr., Lt., USNR, Springfield, Mass. (missing in action): As pilot of a torpedo bomber attached to Air Group 13, operating from the USS *Franklin* in the Manila Bay area, 19 Oct 1944, he boldly led a flight of three bombers without fighter support in an attack on a large enemy tanker. He plunged through a formidable curtain of merciless fire to press home brilliant strikes, scoring a direct hit and two near misses which resulted in the sinking of the ship. Superb in combat and fighting with indomitable courage throughout this and numerous other missions, he inspired his squadron mates with his high standards of aerial achievement.

★ LEE, John W., Sgt., USMC, Bay City, Mich.: During the battle for Peleliu while serving as a tank gunner he was injured when the lead tank hit a covered mine. Despite his injuries he gave first aid to several other men before he would consent to evacuation. Lee returned to duty at his own request the next day. Eleven days later while his tank was supporting an infantry unit, several Japanese in a by-passed cave attempted to throw grenades into the tank. He left the vehicle, and despite enemy fire, covered the cave with his own weapon while he directed the placing of charges which sealed the Japs within the cave.

★ REYMANN, Clement L., Ens., USNR, Akron, Ohio: As pilot of a carrier-based torpedo bomber in action against major units of the Jap fleet near Kyushu, 7 Apr 1945 he defied adverse weather conditions and intense antiaircraft fire to make a successful attack on a light cruiser. He scored a direct hit which contributed materially to the sinking of the vessel.

★ VOSS, Clair H., 2d Lt., USMC, Evanston, Ill.: When an enemy pillbox held up the company to which he was attached on Iwo Jima, he offered to tackle the job of knocking it out alone

French Present Award To Admiral Edwards

Admiral Richard S. Edwards, USN, Washington, D. C., Deputy Chief of Naval Operations, and Rear Admiral Howard A. Flanigan, USN, Washington, D. C., have been awarded the Legion of Honor by Vice Admiral Raymond Fenard, chief of the French Naval Mission, for their services during the liberation of France.

after repeated attacks by grenade and demolition teams had failed to knock it out. Loading himself with grenades and a demolition outfit, he crawled through heavy machine-gun and mortar fire to a position behind the pillbox. Silencing the machine-gun with his grenades, he boldly crawled to the top of the pillbox and, exposing himself to the fire of numerous gun emplacements, annihilated the Japs within with his demolition charge.

DISTINGUISHED SERVICE MEDAL

Gold star in lieu of third award:

★ CONOLLY, Richard L., Rear Admiral, USN, Washington, D. C.: As an attack group commander during the Leyte operation and as commander of a task group during the Lingayen Gulf operation he was an inspiring and resolute leader. After organizing, loading and rehearsing his attack group, he landed troops of the 7th Infantry Div and directed the expeditious unloading of the division's equipment and stores. Commanding a reinforcement group scheduled to support the Lingayen Gulf operation, he rapidly assembled miscellaneous transports and LSTs from scattered ports and transported infantry troops from Noemfoor and Noumea to the Gulf. His brilliant organizational and administrative abilities and his effective control of the operations of ships under his command were important factors in the successful invasion and capture of these islands.

Gold star in lieu of second award:

★ DAVISON, Ralph E., Rear Admiral, USN, Washington, D. C.: As commander of a task group operating against Japanese forces in the forward areas of the Pacific from 10 Feb to 21 Mar 1945 he was courageous and daring, gallantly leading his command in vigorous support of the landing operation at Iwo Jima. He participated in the first carrier attacks on the Jap homeland, deploying the units of his task group for maximum combat efficiency and inflicting heavy damage on hostile airfields and installations. When his flagship, the USS *Franklin*, suffered damage under aerial attack on 18-19 March, Rear Admiral Davison carried on with consistent determination and aggressiveness, maintaining operations despite numerous casualties in his staff. Although forced to transfer to another ship, he rendered distinctive and valiant service throughout the desperate struggle to save the *Franklin*.

LEGION OF MERIT

Gold star in lieu of second award:

★ HALL, Frederick S., Comdr., USN, Fredonia, N. Y.: Commander, Atlantic Fleet antisubmarine task unit, 24 Apr 1945.

★ KELIHER, Thomas J. Jr., Capt., USN, Washington, D. C.: CO, USS *Indiana*, Pacific area, April 1944 to May 1945.

★ MURRAY, George D., Vice Admiral, USN, Washington, D. C.: Commander, Air Force, Pacific Fleet, August 1944 to July 1945.

★ SPANAGEL, Herman A., Capt., USN, Allentown, Pa.: CO, USS *Nashville*, Pacific area, 23 Nov 1943 to 25 Apr 1944; acting commander of a cruiser division.

★ SWIGART, Oral R., Capt., USN, Norfolk, Va.: Flotilla commander, Southwest Pacific.

First award:

★ BASSETT, Prentiss P., Capt., USNR, New York, N. Y.: Member of joint Army-Navy planning committee, July 1941 to June 1945.

★ BECKER, Adolph E. Jr., Capt. USN, Deep Creek, Va.: CO of a base unit; later, Commandant, NOB Guam, 14 Apr 1944 to 15 Apr 1945.

★ BERKEY, Russell S., Rear Admiral, USN, Lyme, Conn.: Commander of a Cruiser Division, Southwest Pacific area, 6 Dec 1943 to 25 Sept 1944.

★ BURR, Robert P., Gunner, USNR, Pontiac, Mich. (posthumously): Capture of the German submarine U-505.

★ BYRNE, James F., Capt., USN, Lowell, Mass.: Flag secretary, later chief of staff to commander of a battleship division, south and central Pacific, June 1943 to April 1945.

★ CLARKE, Charles P., Lt., USNR, Wheeling, W. Va.: Flag lieutenant of Commander Minecraft, Pacific Fleet, Iwo Jima, Okinawa.

★ COLE, William M., Capt., USN, Media, Pa.: Commander of a task unit, Southwest Pacific Area, 4-5 Dec 1944; Leyte, 7 Dec 1944.

★ CONVERSE, Adelbert F., Capt., USN, Wellsville, Kans.: Fleet Gunnery, War Plans and Training Officer, staff Commander, South Atlantic Force, November 1942 to March 1944.

★ DAVIS, William V. Jr., Capt., USN, Savannah, Ga.: Deputy Chief of Staff, Operations, Commander Shore Based Air Force, Forward Area, Central Pacific 1 May—6 Dec 1944; Chief of Staff, Headquarters Strategic Air Force, Pacific Ocean Area, 6 Dec 1944—19 Jan 1945.

★ DUFF, Howard C., Lt. Comdr., USNR, Bremerton, Wash.: CO, USS *Flaherty*, 24 Apr 1945.

★ EDWARDS, John E., Comdr., USN, San Diego, Calif.: CO, USS *Brush*, Luzon, Formosa, French Indochina, China Coast, December 1944 and January 1945.

★ FITCH, Aubrey, Vice Admiral, USN, Washington, D. C.: Deputy Chief of Naval Operations (Air), 1 Aug 1944—14 Aug 1945.

★ FURER, Julius A., Rear Admiral, USN (Ret), Washington, D. C.: Coordinator of Research and Development, December 1941—May 1945.

★ GESEN, Carl G., Capt., USNR, Concord, N. H.: Navigator, USS *Philadelphia*, Sicily, July 1943; Italy, September 1943.

★ HANSEN, James R., Comdr., USN, Los Angeles, Calif.: CO, USS *Morrison*, Pacific, 30 Mar 1945.

★ HOLT, Philip C., Lt. Comdr., USNR, Silver Spring, Md.: On staff of Commander, 7th Amphibious Force, July 1943—February 1944; control officer, Southwest Pacific Area.

★ JOHANSEN, John M., Lt. (jg), USN, Houston, Tex.: Philippine Islands area.

★ KRAKER, George P., Capt., USN, Washington, D. C.: CO, USS *Marblehead*, commander, gunfire support unit, invasion of southern France.

★ KURTZ, Thomas R., Commodore, USN (Ret), New York, N. Y.: Chief of staff to Commander Eastern Sea Frontier, March 1942—August 1945.

★ LOGAN, Samuel M., Lt., USN, Owensboro, Ky. (missing in action): Engineering officer, diving officer, USS *Harder*.

★ MACART, James H., Lt. Comdr., (MC) USNR, South Orange, N. J.: Senior medical officer, cruiser.

★ MAYO, Charles N., Lt. Comdr., USNR, Waycross, Ga.: Communications officer, task group, Iwo Jima and Okinawa invasions.

★ MCDONALD, Charles C., Capt., USN, Long Pine, Neb.: Naval member staff, Commanding General, Caribbean Defense Command, 21 Dec 1942—3 July 1944; Commander, Fleet Air Wing 3, 5 July 1944—3 July 1945.

★ MCGARAGHAN, Jack J., Lt. Comdr., USNR, Eureka, Calif.: OinC, pontoon barge and causeway detachment from January 1944 to January 1945, Marshalls, Marianas and Philippines.

★ METCALF, Martin K., Rear Admiral, USN (Ret), Bethesda, Md.: Director of Convoy and Routing for Cominch.

★ MILLER, George C., Capt., USNR, Jacksonville, Fla.: CO, Naval Air Facility Bay of Biscay and English

Admiral Stone Honored For Term of Service With Military Mission

The Army's Distinguished Service Medal was presented to Rear Admiral Ellery W. Stone, USNR, New York, N. Y., at a ceremony in Allied Force Headquarters in Italy last month. Admiral Stone was cited for his services with the Allied Military Mission from September 1943 to May 1945 as, successively, Director of Communications Sub-Commission, Vice President, Deputy Chief Commissioner and Chief Commissioner. He was also presented with the Order of Knight of the Grand Cross of St. Maurice and St. Lazarus, highest award of knighthood conferred in Italy, by Crown Prince Umberto.

LEGION OF MERIT cont.

Channel, 4 July 1944—30 May 1945.

★ MITCHELL, Ralph J., Maj. Gen., USMC, Coronado, Calif.: Commander, Aircraft, Northern Solomons area, 15 June—10 Nov 1944.

★ PENNOYER, Frederick W. Jr., Rear Admiral, USN, East Orange, N. J.: Assistant chief of staff for material, Commander Air Force, Pacific Fleet, October 1942—August 1944.

★ QUYNN, Allen G. Sr., Commodore, USN, Frederick, Md.: Operations officer, ComSerForPac, July 1940—May 1941; chief of staff until February 1943.

★ ROBERTS, Everett E. Jr., Lt. Comdr., USN, Ridgefield, Conn.: Executive officer, USS *Samuel B. Roberts*, Battle off Samar.

★ RUTH, Ernst A. Jr., Capt., USNR, Alexandria, Va.: Commander, minesweeping group, Western Naval Task Force, invasion of southern France.

★ TAYLOR, Ford N., Capt., USN, Coronado, Calif.: Commander Support Aircraft, Leyte and Lingayen Gulf area, 20 Oct 1944 and 9 Jan 1945.

★ WHALEY, William B. Jr., Capt., USN, Coronado, Calif.: CO, escort carrier, Southwest Pacific Area.

SILVER STAR MEDAL

Gold star in lieu of third award:

★ CHAPPLE, Wreford G., Comdr., USN, New London, Conn.: CO, ship, Philippine Islands.

Gold star in lieu of second award:

★ DAVIS, Jesse A., Lt., USNR, Baltimore, Md. (missing in action): Aboard a submarine, Pacific area.

★ FROST, Laurence H., Capt. (then Comdr.), USN, Washington, D. C.: CO, USS Waller, Kolombangara, 5 Mar 1943.

★ GOSSETT, Roy A., CQM, USN, Santa Ana, Calif.: CQM, submarine, Southwest Pacific Area.

★ STYER, Charles W. Jr., Lt., USN, Washington, D. C.: Assistant approach officer, submarine.

First award:

★ ADAIR, Charles, Capt., USN, Annapolis, Md.: Force navigator, Finschhafen, 22 Sept 1943.

★ AMUNDSEN, Walter R., PhM3c, USNR, Brooklyn, N. Y.: Marine rifle company, Saipan and Tinian, June 1944.

★ ANDERSON, Harry K., Lt. (jg), USN, Macon, Ga.: Turret officer, cruiser, Kolombangara, 5 Mar 1943.

★ BLAKELEY, Edward N., Comdr., USN, Montgomery, Pa. (missing in action): Submarine, Pacific area.

★ BRADLEY, James H., Pfc., USMC, Dearborn, Mich.: Runner and radioman, Iwo Jima, 16 Mar 1945.

★ CHANDLER, Theodore E., Rear Admiral, USN, Washington, D. C. (posthumously): Commander, battleship division, Battle of Surigao Strait.

★ CLAVEY, Norman B., Corp., USMC, Glenview, Ill.: In charge of a rifle group, Iwo Jima.

★ COMER, Henry M., HA2c, USNR, Murfreesboor, Tenn. (posthumously): Attached to 3d Btn., 21st Marines, 3d Marine Div., Guam, 26 July 1944.

★ DANIEL, Rex U., PhM3c, USNR, Brownwood, Tex. (posthumously): Medical Company, 1st Medical Btn., 1st Marine Div., Peleliu, 15-19 Sept 1944.

★ DEXTER, Warren E., CEM, USN, Cohasset, Minn. (posthumously): Aboard USS *St. Lo*, Battle for Leyte Gulf.

★ EARGLE, Paul E., Ex-GM2c, USNR, Little Mountain, S. C.: Gun crew, USS *Petrof Bay*, Battle off Samar.

★ ELFORD, Kenneth H., Cox., USNR, Los Angeles, Calif.: Coxswain aboard an LCV, New Guinea.

★ ELLISON, Harold P. Jr., S1c, USNR, North Chicago, Ill. (posthumously): Aboard USS *Birmingham*, Battle for Leyte Gulf.

★ ESLINGER, Joseph W., MM1c, USNR, Baltimore, Md. (posthumously): Aboard USS *Franklin*, Philippines.

★ ESTLE, Robert C., GM3c, USNR, Hermiston, Ore. (posthumously): Battery assistant, USS *St. Lo*, Battle for Leyte Gulf.

★ FEATHERS, Joseph S., Lt. (jg), USNR, Camby, Ore.: Co Armed Guard aboard USS *Marcus Daly*, Philippines, 24 Oct-10 Dec 1944.

★ GIGAC, Joseph, TM2c, USN, Chicago, Ill.: Aboard PT-523, San Juanico Strait, Leyte, 27 Oct 1944.

★ GINGRICH, John E., Capt., USN, Dodge City, Kans.: CO, heavy cruiser, 19 Mar 1945.

★ GREENWOOD, Charles W., PhM3c, USNR, Indianapolis, Ind. (posthumously): Served with 3d Btn., 7th Marines, 1st Marine Div., Peleliu, September 1944.

★ HELM, Richard L., Lt., USN, Harrisburg, Pa. (missing in action): Assistant torpedo data computer operator, USS *Pickerel*, 8 Dec 1941-26 Aug 1942.

★ JEZ, Leo L., Pvt., USMC, Chicago, Ill.: Reconnaissance patrol, Iwo Jima.

★ JOHNSEN, William H., Comdr., USN, Burlington, Iowa: CO, USS *David W. Taylor*, Chici Jima, 5 Jan 1945.

★ JOHNSON, James D., CGM, USN, Bailey, N. C.: Aboard USS *Ludlow*, Anzio-Nettuno area, 8 Feb 1944.

★ KARTZ, Henry, BM2c, USNR, Detroit, Mich. (missing in action): Action off the coast of England, 28 Apr 1944.

★ KING, Clark, 2d Lt., USMC, Amherst, Neb.: Marine infantry battalion, Iwo Jima.

★ LARSON, Herbert V., ARM1c, USN, Twin Falls, Idaho (posthumously): Crewmember, observation plane, Marianas, 15 June to 20 July 1944.

★ LOWE, Burnis W., F1c, USNR, Bruceton, Tenn. (posthumously): Fire-fighting, repair party, USS *Birmingham*, Battle for Leyte Gulf.

★ MASON, Richard K. Jr., Lt., USN, Camden, Ark. (missing in action): Assistant approach officer, USS *Growler*.

★ MCCALLEM, James L. Jr., Lt., USNR, Wilkinsburg, Pa. (missing in action): Leader, flight of bombers, USS *Hancock*, Ryukyu Islands, 10 Oct 1944.

★ MCGEE, Donald E., S1c, USN, Santa Rosa, Calif. (posthumously): USS *Birmingham*, Battle for Leyte Gulf.

★ MILLER, Clayton L., Comdr., USN, Seattle, Wash.: CO Bombing Squadron 142, Central Pacific area, 21 Dec 1943-21 Apr 1944.

★ NORQUIST, Ralph D., Sgt., USMC, Chippewa Falls, Wis.: Marine rifle company, Iwo Jima, 1 Mar 1945.

★ O'BRIEN, Edward F. Jr., Lt., USN, West Medford, Mass. (missing in action): Aboard submarine, Pacific area.

★ O'ROURKE, Donald H., Capt., USMC, Denver, Colo.: Company commander, Pacific area.

★ OZRETICH, Joseph M., PhM1c, USNR, Chicago, Ill.: With a Marine unit, Iwo Jima, 15 Mar 1945.

★ QUINT, William M., Corp., USMC, Ness City, Kans., Platoon sergeant, Iwo Jima, 18 Mar 1945.

★ ROBINSON, James W., PhM2c, USNR, Tulsa, Okla. (posthumously): Served with 3d Btn., 10th Marines, 2d Marine Div., Saipan, 7 July 1944.

★ SAMPSON, Philip T., Lt. (jg), USNR, Mound, Minn. (missing in action): Ploting Officer, USS *Harder*, Pacific area.

★ SHARP, Thomas F., Lt. Comdr., USN, Rosemead, Calif. (missing in action): Assistant approach officer, USS *Pickerel*, 8 Dec 1944-26 Aug 1942.

★ SMITH, Russell S., Capt. (then Comdr.), USN, North Hollywood, Calif.: Gunnery officer, USS *Cleveland*, 5 Mar 1943.

★ SMITH, Walter D., Lt. (jg), USNR, Yakima, Wash. (missing in action): Torpedo data computer operator, USS *Growler*.

★ THIENES, Robert L., Lt., USN, St. Paul, Minn.: Fighter plane pilot, Indochina.

★ VITOLO, George F., BM2c, USN, East Elmhurst, N. Y. (posthumously): Served aboard USS *Suwannee*, Battle for Leyte Gulf.

★ WILKINSON, Eugene P., Lt. USNR, San Diego, Calif.: Aboard ship, Southwest Pacific Area.

DISTINGUISHED FLYING CROSS

Gold star in lieu of second award:

★ HYDE, John L., Lt. Comdr., USN, Milwaukee, Wis. (posthumously): Flight leader, USS *Saginaw Bay*, Palau, September 1944.

★ SOOY, Thornton H., Lt. (jg), USNR, Monroe, N. Y. (posthumously): Pilot in Torpedo Squadron 13, USS *Franklin*, Battle for Leyte Gulf.

First award:

★ ARMSTRONG, William L., Lt. (jg), USNR, Norfolk, Va.: Philippines area, October, November 1944.

★ CONNERS, James R. Jr., Ens., USNR, Everett, Mass. (posthumously): Pilot of a TBM, USS *White Plains*, Battle for Leyte Gulf.

★ DAVIS, George C. Jr., Lt. (jg), USNR, Somerville, Mass. (missing in action): Pilot of a dive bomber, USS *Wasp*, Formosa, 12 Oct 1944.

★ ERICKSON, Robert W., Ens., USNR, Ann Arbor, Mich. (missing in action): Pilot of a fighter plane, USS *Essex*, Ormoc Bay, 11 Nov 1944.

★ EVANS, Frederick E., Lt., USNR,

Tadcen Topics (TADC, San Diego)

"Here comes that darn mirage again!"

Rochester, N. Y.: Patrol plane commander of an escort aircraft.

★ FLICKINGER, Harry E. Jr., Ens., USNR, Bridgeport, Tex. (missing in action): Torpedo bomber pilot, USS *Bennington*, Hachijo Jima, 16 Feb 1945.

★ GAGE, John W. B., Lt., USNR, El Paso, Tex.: Pilot and leader of a division of a fighter planes, USS *Wasp*, Tokyo Bay area, 16 Feb 1945.

★ HOUSTON, Hubert T., Lt., USNR, St. Petersburg, Fla.: Pilot and leader of a division in a fighting squadron, USS *Essex*, Okinawa, 3 Jan 1945.

★ HYDE, John L., Lt. Comdr., USNR, Milwaukee, Wis. (posthumously): Squadron commander of a composite squadron, USS *Saginaw Bay*, Battle for Leyte Gulf.

★ HYDE, Richard W., Lt. (*jg*), USNR, Lexington, Mass.: Pilot in a composite squadron, Southwest Pacific.

★ JONES, Robert F., Ens., USN, Climax, Fla.: (missing in action): Pilot of a torpedo bomber, Air Group 13, USS *Franklin*, Formosa, 12 Oct 1944.

★ KALUS, Daniel S., Lt. USNR, Cudahy, Wis. (missing in action): Divebomber pilot, USS *Hancock*, Battle off Samar.

★ KNIGHT, William M., Lt., USNR, Independence, Kans.: Pilot of a fighter plane in Fighter Squadron 14, USS *Wasp*, Philippines, 13 Sept 1944.

★ KOHUT, Edward J., ARM2c, USNR, Dedham, Mass. (missing in action): Radioman and tailer gunner of a torpedo bomber, USS *Essex*, Battle for Leyte Gulf.

★ KOPMAN, Joseph, Lt. (jg.), USNR, Detroit, Mich.: Pilot in a fighting squadron, USS *Franklin*, Philippines, 15 Oct 1944.

★ KOSKO, Michael J., ARM2c, USNR, Baltimore, Md.: Gunner on a carrier-based plane, Kyushu, 7 Apr 1945.

★ KOSTYAL, Philip L., Ens., USNR, Hampton, Va. (missing in action): Pilot of a fighter plane from the USS *Fanshaw Bay*, 25 Oct 1944, Philippines.

★ LIMEHOUSE, Benjamin P., Jr., Lt., USNR, Birmingham, Ala.: Pilot of a fighter plane, USS *Bennington*, Nansei Shoto, 1 Mar 1945.

★ MATTHEWS, Harold E., Lt. (jg), USNR, Roxbury, Mass.: Pilot of Fighting Squadron 51, USS *San Jacinto*, Battle for Leyte Gulf.

★ MILLER, Justin A., Comdr., USN, Missoula, Mont.: CO of a PB4Y-1, Zamboanga, 1 Oct 1944.

★ POWELL, Joseph P., Lt. (jg), USNR, Mansfield, Mass. (posthumously): Pilot of a torpedo bomber, USS *Langley*, French Indochina, 2 Jan 1945.

★ REYMANN, Clement L., Ens., USNR, Akron, Ohio: Pilot of a carrier-based torpedo bomber, Tokyo, 17 Feb 1945.

★ SEARLS, Waymon D., Lt. (jg), USNR, Sulphur Springs, Tex. (missing in action): Commander of a patrol bomber, Bombing Squadron 104, Solomon, Gilbert and Caroline Islands, Bismarck Archipelago area, 20 Aug 1943 to 7 Mar 1944.

★ SOOY, Thornton H., Lt. (jg), USNR, Monroe, N. Y. (posthumously): Pilot in Torpedo Squadron 13, USS *Franklin*, Formosa 12 Oct 1944.

★ THOMAS, William N. Jr., Ens. USNR, Liberty, Mo. (missing in action): Pilot of a fighter plane, Air Group 30, USS *Belleau Wood*, Bonins, Tokyo area, 15 Feb-1 Mar 1945.

★ VAN BENSCHOTEN, Robert S., Lt., USNR, Stamford, Conn.: Commander of a patrol plane, Solomon Islands and Bismarck Archipelago areas, 20 Aug 1943 to 19 Mar 1944; Choiseul Island, 25 Sept 1944.

★ WHEELER, John T., Lt., USN, Fort Collins, Colo. (posthumously): Control officer of an antiaircraft gun, aircraft carrier, Philippines.

★ WOCHOMURKA, Adolph C., Lt. (jg), USNR, West Wellington, Conn. (posthumously): Section leader of a fighter division, USS *Hancock*, Battle for Leyte Gulf.

NAVY AND MARINE CORPS MEDAL

First award:

★ COLLINS, John F., MoMM1c, USCG, Chelsea, Mass.; Member of a repair party for the SS *Mashbulk*.

★ DISSER, Robert K., Lt. (jg), USNR, Fort Wayne, Ind.: Plane crash, 20 Jan 1945, Corpus Christi, Tex.

★ DONOVAN, Walter J., CSp, USNR, Malden, Mass.: Plane crash, Sydney, Nova Scotia, 1 Oct 1944.

★ DUNGAN, Earl, S1c, USN, Ripon, Calif.: Member of a gun crew, USS *St Lo*, Philippines, 25 Oct 1944.

★ FAIRCLOTH, George K., CphM, USNR, Macon, Ga.: USS *Eversole*, 29 Oct 1944.

★ FARRELL, Lee R., HA1c, USN, Washington, D. C. (posthumously): Attached to a Marine rifle platoon, Guam, 21 July-1 Aug 1944.

★ GARDNER, Nelson C., Lt., USNR, Jamaica, N. Y.: Rescues after an explosion at Elkton, Md., 4 May 1943.

★ Gross, Edward J., S1c, USNR, North Coplay, Pa.: USS *Ranger*, 24 Jan 1945.

★ HIGH, Jack A., Y3c, USNR, Miami, Fla.: Rescued a boy from drowning, Florida Keys, Fla., 14 Feb 1945.

★ HOUDEK, Joseph V., WT1c, USNR, Lime Springs, Iowa (posthumously): USS *Eversole*, Battle for Leyte Gulf.

★ KING, Wayne W., RM2c, USN, Sisters, Ore.: Diving Operations, Pearl Harbor, 7 Dec 1941.

★ KROLL, Robert L., Lt. (jg), USNR, Los Angeles, Calif. (posthumously): Assistant gunnery officer, USS *Warrington*, Atlantic, 13 Sept 1944.

★ LANG, James D., CAP, USN, Cofield, N. C.: Pilot of a Grumman amphibian plane, French West Indies, 14 Nov 1944.

★ LESINSKI, John Jr., Sk2c, USNR, Dearborn, Mich.: USS *St. Lo*, Battle for Leyte Gulf.

★ LEWIS, Delbert W., Lt. (jg), USNR, Odebolt, Iowa (posthumously): Mine disposal officer of the naval detachment, Toulon, France, August-October 1944.

★ SCHULMAN, Richard, Cox., USNR, Brooklyn, N. Y.: Saved the life of his captain, Saipan, 14 Feb 1945.

BRONZE STAR MEDAL

Gold Star in lieu of third award:

★ WALSH, John F., Capt., USN, Washington, D. C.: Commander of a destroyer division, South China Sea, 9-20 Jan 1945.

Gold star in lieu of second award:

★ BOBCZYNSKI, Sigmund A., Lt. Comdr., USN, Lansing, Mich.: Diving officer aboard a submarine.

★ CASSLEMAN, George W., Lt. Comdr., USNR, Chicago, Ill.: CO of the USS *Pillsbury*, 24 Apr 1945.

★ LYNCH, Ralph C. Jr., Capt., USN, Tuckahoe, N. Y.: CO of a submarine.

★ PETERSON, Mell A., Comdr., USN, Algona, Iowa: CO of the USS *Cooper*, Ormoc Bay, 2-3 Dec 1944.

★ PRICE, Walter W. Jr., Lt., USN, Snow Hill, Md.: Diving officer of a submarine.

First award:

★ ANDERSON, George W. Jr., Capt., USN, Brooklyn, N. Y.: On staff Cinc Pac, 28 Mar 1944 to 16 Apr 1945.

★ BATKO, Theodore, Corp., USMCR, Sayreville, N. J.: Tractor commander in an amphibian tractor battalion, Iwo Jima, 19 Feb-16 Mar 1945.

★ BELL, Harman B. Jr., Capt., USN, Newport, R. I.: CO of a destroyer division, Central and South Pacific Area, January to June 1944.

★ BERMAN, Morton M., Lt., (ChC) USNR, Chicago, Ill.: Assistant division chaplain, Okinawa, 1 Apr 1945-21 June 1945.

★ BOOK, George R., CEM, USN, Neosho, Wis.: Extinguished a fire aboard ship, Philippines.

★ BOLD, Joseph, A., Lt., (CEC) USNR, San Francisco, Calif.: OinC of detachments which installed and operated pontoon causeways and barges on Kwajalein, Saipan, Tinian, Leyte, and Luzon, February 1944 to January 1945.

★ BYRD, Aubrey C., Lt. (jg), USNR, Huntington, Va.: CO of a close-in fire support vessel, June-July 1944.

★ CHAPMAN, Edward, CMoMM, USN, Seiling, Okla. (missing in action): Submarine, Pacific area.

★ COCHRAN, Joe B., Capt., USN, Monroe, N. C.: Commander, destroyer division, South China Sea, 9-20 Jan 1945.

★ CODY, Joseph W., St3c, USN, Atlanta, Ga. (posthumously): Member of the crew of a 20-mm. gun aboard ship, Pacific area.

BRONZE STAR Cont.

★ COLEMAN, Willits B., Lt. (jg), USNR, Wilkes-Barre, Pa.: Aboard *LST 472*, Pacific.

★ COOPER, Floyd M., Lt. (jg), USN, Vallejo, Calif.: Junior officer of the watch and diving officer of a submarine.

★ CRAMER, Richard K., HA1c, USNR, Oakmont, Pa., (posthumously): Served with Medical Co. A., 4th Med. Btn., 4th Marine Div., Saipan, Tinian, 15 June-9 July 1944, 24 July-1 Aug 1944.

★ DALY, Walter L., EM3c, USNR, St. Vrain, N. Mex. (posthumously): Aboard the USS *Princeton*, Battle for Leyte Gulf.

★ DAVIS, John K., S2c, USNR, Old Fort, N. C. (posthumously): Aboard USS *Samuel B. Roberts*, Battle for Leyte Gulf.

★ DAVIS, Ralph F., GM2c, USNR, Bourbon, Ind.: Bosnik, New Guinea, 27 May 1944.

★ DAVISON, Edward, StM1c, USNR, Akron, Ohio (posthumously): Member of the crew of a 20-mm gun aboard ship, Pacific area.

★ EDDY, Harold H., CMoMM, USN, Nashville, Mich.: CMoMM on a submarine.

★ EKSTROM, Clarence E., Capt., USN, Seattle, Wash.: CO of an escort carrier, Palau, September and October 1944.

★ FAY, Chester L., GM2c, USN, Miami, Fla.: USS *Hoel*, Battle off Samar.

★ FLEMING, Grandville, StM1c, USNR, Murfreesboro, Tenn. (posthumously): Member of the crew of a 20-mm gun aboard ship, Pacific area.

★ FLEMING, William J., PhM1c, USNR, Brookville, Pa.: Hospital corpsman, 3rd Btn., 25th Marines, 4th Marine Div., Saipan, 22 June 1944.

★ FLOWERS, Albert, StM1c, USNR, Crestview, Fla.: Member of the crew of a 20-mm. gun aboard ship, Pacific area.

★ FONDA, Henry J., Lt., USNR, Los Angeles, Calif.: Assistant operations officer and air combat intelligence officer on the staff of Commander Forward Area, Central Pacific, Commander Marianas, 12 May 1944 to 12 Aug 1945.

★ FRIEDMAN, David L., QM3c, USNR, Chicago, Ill. (posthumously): Rescue, Halmahera, 16 Sept 1944.

★ GALLIN, Alvin L., Lt., USN, Brooklyn, N. Y.: Action in the Southwest Pacific Area.

★ GANT, Samuel W., StM1c, USNR, Sandusky, Ohio (posthumously): Member of the crew of a 20-mm gun aboard ship, Pacific area.

★ GETAS, John G., AOM3c, USNR, San Francisco, Calif.: Ordnanceman aboard the USS *St. Lo*, Battle for Leyte Gulf.

★ GIDDENS, John W., St3c, USNR, Quitman, Ga. (posthumously): Member of the crew of a 20-mm. gun aboard ship, Pacific area.

★ GIVENS, Samuel O. Jr., Lt. Comdr., USNR, Oak Park, Ill. (posthumously): OinC of the distribution section of the Joint Intelligence Center, Pacific Ocean Area, 18 July 1944-12 Feb 1945.

★ GONZALES, Richard, S2c, USNR, Dallas, Tex. (posthumously): Member of a 40-mm quadruple gun-mount crew, Luzon, 5-6 Jan 1945.

★ GREGORY, James A., S1c, USNR, Loving, N. M. (posthumously): Aboard the USS *Samuel B. Roberts*, Battle for Leyte Gulf.

★ GRISWOLD, Carleton W., PhM3c, USNR, Wellesley Hills, Mass. (posthumously): Served with the 1st Btn., 7th Marines, 1st Marine Div., Peleliu, 18 Sept 1944.

★ GROVE, Frederick A., CWT, USN, Green Springs, Ohio (missing in action): Petty officer in charge of the after repair party of the USS *Samuel B. Roberts*, Battle for Leyte Gulf.

★ HALL, Cary H., Lt. Comdr., USN, Macon, Ga.: Air defense officer, USS *Columbia*, Lingayen Gulf, 6-9 Jan 1945.

★ HARTWELL, Clarence V., PhM3c, USN, Detroit, Mich.: Served with the 2nd Btn., 148th Inf., Manila, February 1945.

★ HASTMAN, Leo A., CEM, USN, Cleveland, Ohio: Aboard an aircraft carrier, Battle for Leyte Gulf.

★ HEINAMAN, Henry J., Cox., USNR, Sedalia, Mo.: USS *Reid*, Leyte 11 Dec 1944.

★ HEINRITZ, Donald J., SF1c, USNR, Los Angeles, Calif.: USS *Hoel*, Battle off Samar.

★ HOGE, William T., Ens. (then CEM), USN, Melrose, Fla. (missing in action): CEM, USS *Pickerel*, Pacific area, 8 Dec 1941-26 Aug 1942.

★ HOLDEN, Paul L., EM3c, USNR, St. Louis, Mo. (posthumously): USS *Princeton*, Battle for Leyte Gulf.

★ HOLDEN, Philip D., Lt. Comdr., USNR, New York, N. Y.: CO of the USS *Neal A. Scott*, Atlantic, 22 Apr 1945.

★ JOHNSON, Lloyd S., Lt. (jg), USNR, Philadelphia, Pa. (missing in action): Officer aboard the USS *Growler*.

★ KELLY, Joe, Sgt., USMC, Melrose Park, Ill. In charge of a mortar group, Iwo Jima.

★ KIBBONS, Clarence V., CTM, USN, Paris, Tenn. (missing in action): Aboard submarine, Pacific area.

★ KING, Ira M., Lt., USNR, Los Angeles, Calif.: Aboard a vessel, Southwest Pacific Area.

★ KREUZ, Frank P., Capt. (MC) USN, Menominee, Mich.: Senior medical officer on board the USS *Washington*, Pacific area, Nov. 1943-Feb. 1945.

★ KUBE, Carl M., Lt. (jg), USNR, Lincoln, Neb. (posthumously): CO of an Armed Guard crew, Leyte Gulf, 12 Nov 1944.

★ LAMB, Lonnie L., EM3c, USNR, Bartlesville, Okla. (posthumously): Aboard the USS *Princeton*, Battle for Leyte Gulf.

★ LANG, Kenneth J. Jr., Lt. (jg), USNR, Manchester, N. H.: Commander of an LCM assault group, Normandy invasion.

★ LICK, Henry F., CEM, USN, Tacoma, Wash.: CEM in charge aboard submarine.

★ LOVE, Henry H., Lt. Comdr., USNR, Nashville, Tenn.: CO of the USS *Barr*, 29 May-5 June 1944.

★ LOWE, Leonard, Pfc, USMC, Cleveland, Ohio: Action on Guam, 22 July 1944.

★ LYNCH, Ralph C. Jr., Capt., USN, Tuckahoe, N. Y.: CO of a submarine.

★ MACDONALD, Kent, Lt., (CEC) USNR, Trenton, N. J.: Officer in charge of detachments engaged in the installation and operation of pontoon causeways and barges, Majuro, Saipan, Tinian, Leyte, Luzon, February 1944 to January 1945.

★ MAJOR, Richard R., Lt. (jg), USNR, Bronxville, N. Y. (posthumously): Antiaircraft machine-gun group control officer, USS *Columbia*, Luzon, 6-9 Jan 1945.

★ MAYBERRY, Donald W., Lt., (ChC) USNR, Fitchburg, Mass.: Division chaplain with a Marine infantry division, Okinawa, 1 Apr 1945-21 June 1945.

★ MCCLEAN, Ephraim R. Jr., Capt., USN, Arlington, Va.: CO of the USS *Chevalier*, Solomons, 7 and 13 May 1943.

★ MCCLURE, William C., Lt., (MC) USNR, Harrison, Ark.: Regimental surgeon of a Marine infantry regiment, Saipan and Tinian, 15 June-10 Aug 1944.

★ MCCOY, Walter G., CMoMM, USN, Eldon, Iowa (missing in action): CMoMM in charge, submarine, Pacific area.

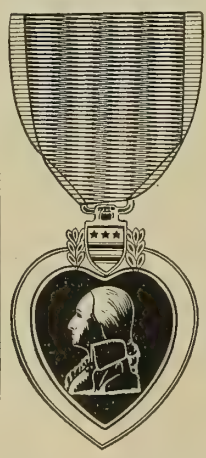
★ MCCULLOUGH, Montgomery L. Jr., Comdr., USN, San Francisco, Calif.: CO of the USS *McNair*, Saipan, 14 June 1944.

★ MCFALL, John T., Lt., USNR, Elmwood, Ill.: Fire control officer and OinC of the main battery plot of the

SPEAKING OF DECORATIONS

The Purple Heart

This country's oldest continuing award of valor, the Order of the Purple Heart, was instituted by George Washington in 1782. It is believed to be the first military decoration for bravery by any country without respect to rank. Early in the American Revolution awards were made only to outstanding military leaders. General Washington received the nation's first gold medal in appreciation of his having driven the British out of Boston in 1776. On 7 Aug 1782, Washington in turn established an honor for the soldier. It was the Badge of Military Merit, which is now the Purple Heart. Originally, it was purple cloth edged with white lace or binding and sewn on the left breast of the tunic. Using cloth instead of metal was more practical for we were not capable of manufacturing medals in quantity then. Feats of unusual gallantry, extraordinary fidelity and essential service were rewarded with this decoration. It was never abolished but merely allowed to fall into disuse. The War Department announced on 22 Feb 1932, the 200th anniversary of Washington's birth, that the Purple Heart would again be issued out of respect to his memory and achievements. The present decoration is a medal of gold and enamel, awarded all military personnel wounded or killed as a result of enemy action.



USS *Tennessee*, Battle of Surigao Strait.

★ MENDENHALL, Corwin G. Jr., Lt. Comdr., USN, Alameda, Calif.: Assistant approach officer, USS Pintado, Pacific.

★ MILLER, Lewis R., 1st Lt., USMC, Chicago, Ill.: Staff officer with a tank battalion, Iwo Jima.

★ MORTELL, John F., Lt. (jg), (DC), USNR, Oshkosh, Wis.: Assistant surgeon, Saipan, June-July 1944.

★ MURRAY, Merlin J., CMoMM, USN, Milburne, Calif.: Member of the crew oo a submarine.

★ NAYLOR, Norman W., Lt., USN, Cranston, R. I. (missing in action): Diving officer of the USS *Growler*.

★ PAINE, Roger W. Jr., Lt. Comdr., USN, Fort Smith, Ark.: Executive officer and navigator of a submarine.

★ POOLE, Mason, CEM, USN, San Antonio, Tex. (missing in action): CEM in charge on a submarine, Pacific area.

★ PRICE, Walter W. Jr., Lt., USN, Snow Hill, Md.: Officer on a ship, Southwest Pacific Area.

★ RAMSEY, Logan C., Capt., USN, East Falls Church, Va.: Atlantic Fleet Antisubmarine Task Group Commander.

★ READE, Robert B., Lt., USNR, Rye, N. Y.: Division leader of a group of PT boats, Motor Torpedo Squadron 15, Mediterranean, November 1943 to June 1944.

★ ROSSI, Arthur E., P1Sgt, USMC, Orange, N. J.: Served with an amphibian tractor battalion, Iwo Jima, 20 Feb 1945.

★ RUSSELL, Robert B., Lt., USNR, New York, N. Y.: Officer on the staff of a commander of a destroyer squadron, Pacific area, 10 June-27 Nov 1944.

GLOBAL NAVY

(Continued from page 34)

1943 totaled 1,555,000 long tons and had attained 3,245,000 the first half of this year. Similarly, shipments from Atlantic ports jumped from 305,000 long tons the first half of 1943 to 928,000 the first half of 1945. On the same basis, Gulf port shipments went from 190,000 long tons to 290,000.

Marines Spearhead Landings

World War II called upon the Marine Corps to perform the greatest task in its 169-year history.

As a land arm of the Navy, the Fleet Marine Force spearheaded more than 20 ship-to-shore landings on various Pacific islands. Its aviation wings operated throughout the Pacific Ocean Area.

These missions brought about a 16-fold expansion in Marine Corps personnel during the past five years. The over-all strength increased from 28,000 to 477,000. All of the 185,000 men comprising the ground units of the Fleet Marine Force completed their training and were shipped overseas. They were organized into six divisions —all of which saw action—10 artillery battalions, nine antiaircraft battalions and various other supporting units.

The aviation branch of the Fleet Marine Force consisted of 80,000 men grouped into various units including more than 175 land and carrier-based squadrons.

The Marine Corps Women's Reserve was organized and brought to its maximum strength of 18,000.

The Marines achieved an unbroken sequence of victories from the first American ground offensive at Guadalcanal in August 1942, up through the Solomons by way of New Georgia to Bougainville.

Tarawa proved the Marines' ability to seize a small, heavily fortified atoll by assault. After driving the enemy from Cape Gloucester on New Britain, Marine forces resumed the atoll campaign by taking Roi, Namur and Eniwetok in the Marshalls.

Marines proved equal to the requirements of large-scale island fighting in the victories at Saipan, Tinian and Guam. There followed the bitter assault-type battles at Peleliu and Iwo Jima and the grueling combined Marine Corps and Army operation at Okinawa.

Coast Guard Job Enlarged

The Coast Guard, 155 years old and under the operational control of the Navy since 1 Nov 1941, greatly expanded its normal peacetime functions and enlarged its operations to include naval duties especially suited to its personnel and facilities.

Personnel increased from 13,800 to 171,200, including 9,700 Spars. Of the total, 97,900 were assigned to Coast Guard units, 66,600 to Navy units and 6,700 to Army and Marine Corps units. Nearly 51 percent of the male personnel was afloat.

To the 1,400 vessels on hand before the war were added 4,052 vessels. After decommissioning of more than 2,000, the service had 3,174 vessels, excluding pulling boats, as of 1 July 1945.

The Coast Guard played an important role in convoy and patrol work, manning of Army and Navy vessels, ice operations, port security, Merchant Marine inspection and discipline, aircraft patrol and amphibious operations. Its men participated in every important landing operation and trained others in the handling of landing craft.

The Coast Guard, early in 1942, was assigned the protection of ports against fire, sabotage or other wartime contingency. After Germany's defeat, a material relaxation took place in port security activity, which had entailed a maximum of 31,000 personnel ashore, 10,400 afloat and 1,872 small craft. A unique use of some 50,000 volunteers serving as temporary reserves without pay featured this activity at its peak.

Coastal picket activity, organized in 1942 to help cope with the submarine menace, involved 315 small craft manned by the Coast Guard. The Beach Patrol and Coastal Lookout to protect the coasts and prevent landing of saboteurs expanded the normal Coast Guard beach forces to about 23,500 men, 2,300 horses and 2,000 dogs.

Operation of weather ships, loran and radar beacons to guide planes and ships in war operations and the maintenance of 51 direction finder stations were among other duties.

WHAT'S YOUR NAVAL I. Q.?

Navy Language

Do you have more than a vague idea as to the exact meaning of naval terms? Opposite each of the words below are defining words and phrases, pick out the one or ones you consider nearest to the meaning of the word and then check your results with answers on page 69.

1. *Jettison*—(a) to throw goods overboard, (b) goods which sink when thrown overboard, (c) a landing wharf or pier.

2. *All standing*—(a) to bring to a sudden stop, (b) to turn in with all ones clothes on, (c) fully equipped.

3. *Apeak*—(a) in a vertical line, (b) all at once, (c) abeam of.

4. *Green sea*—(a) shoal water, (b) under the influence of liquor, (c) a large body of water taken aboard.

5. *Let her ride*—(a) permit a vessel to go farther from the wind, (b) let vessel go closer to the wind, (c) allow the vessel to remain where she is .

6. *Packet*—(a) a sea bag, (b) mail boat on a regular run, (c) a seaman's sewing outfit for heavy work.

7. *Louvre*—(a) a ship's art gallery, (b) ventilator pipe covering, (c) a deep draft vessel.

8. *Mitchboard*—(a) a game played on ship, (b) a crutch, (c) a life raft made with a metallic tube and covered with balsa wood.

9. *Plimsoll Mark*—(a) a mark showing allowed loading mark, (b) shows the amount of fuel in a tank, (c) a sny.

10. *Pinnacle*—(a) the stand on which the compass rests, (b) a sharp pointed rock, (c) small shellfish found on the bottom of vessels.

11. *Wig-wag*—(a) a code indicated by the position of the arms, (b) a code indicated by sweeps of a flag to the right, left or front, (c) a code indicated by the arrangement of flags.

12. *Small stuff*—(a) a sailor under five feet five inches, (b) small cordage, such as ratline, marline, (c) small light boats.

13. *Barratry*—(a) the amount of money allowed a vessel per day when detained in port while loading, (b) a navigator's reckoning from early morning to night, (c) dishonest actions on the part of a shipmaster.

14. *Stanchions*—(a) small sturdy boats used for life-saving purposes, (b) uprights used as supports, (c) wooden plugs placed in muzzle of a gun to keep out the dampness.

15. *Lazarette*—(a) space provided for the stowage of shell, (b) the glory hole, (c) low head-room space below decks in the after part of some ships used for provisions or spare parts.

16. *Turk's head*—(a) an ornamental knot, (b) a type of oarlock, (c) a short period of light or sound in the Morse Code.

17. *Helm*—(a) the rudder, (b) the yoke, (c) the tiller.

18. *Sojer*—(a) a goldbricker, (b) measure for water, (c) way of joining two ropes.

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

NEW DETAILS ON NAVY DEMOBILIZATION

The Navy has issued new instructions to the service on demobilization since the original plan was published by ALL HANDS last month. The following important amendments have been made:

• On 15 September each officer and enlisted man or woman in the service was made eligible to receive one-quarter point credit for each month of duty served outside the continental limits of the U. S. since 1 Sept 1939.

• On 15 September Medical, Hospital and Nurse Corps personnel were made eligible for separation under points.

The point system, as it now stands, is summarized below.

Number of points required for release:

Male enlisted personnel	44
Female enlisted personnel	29
Male commissioned and warrant officers	49
Female officers	35
Naval aviators of the Naval Reserve in a flight status	44
Nurses	35
Male doctors	60
Female doctors	35

Points are computed as follows:

• You rate ½ point for each year of age, computed to nearest birthday.

• You rate ½ point for each full month you have been on active duty since 1 Sept 1939. You may count all active service you have had as an enlisted man or woman, officer candidate, warrant officer or commissioned officer in the armed services of *any* of the United Nations after 1 Sept 1939.

• You rate 10 points for a state of dependency which was in existence as of 15 Aug 1945. Marriages which took place before 2400 E. W. T. 15 Aug 1945 create a state of dependency if payment of money allowance or subsistence allowance is subsequently authorized. Otherwise, the dependency status is frozen as of 2400 E. W. T., 15 August.

• You now rate ¼ point for each month of overseas duty, as described above.

Active duty in any of the following since 1 Sept 1939 may be counted:

• U. S. Army, Navy, Marine Corps or Coast Guard;

• U. S. Public Health Service (while serving with and under military control of the U. S. Army, Navy, Marine Corps or Coast Guard);

• U. S. Coast and Geodetic Survey (while serving with and under military control of the U. S. Army, Navy, Marine Corps or Coast Guard);

• American Field Service (while serving with the armed forces of any of the United Nations);

• Active duty in any of the armed forces of the United Nations.

In order to compute the point credit for active duty outside of the continental U. S. each command has been directed to prepare for each person a statement of active duty outside of the continental U. S. utilizing service records, orders, interrogations and affidavits of the person based upon his best knowledge and belief and other evidence available.

From all evidence available, if an agreement as to service outside the continental U. S. can be reached by the person and CO or his representative, then a statement is to be signed by both parties and entered in the service record or qualifications jacket.

In the event an agreement cannot be reached, the CO or his representative is to insert a statement signed by him or his representative in the man's service record or qualification jacket.

The computation of time for any period of duty outside the continental limits of the U. S. is to begin with the date of last detachment or transfer from a continental U. S. shore station or continental shore based fleet activity for duty, temporary duty, or temporary additional duty with any of the following:

• Any ship in commission.

• Any of the following (if based outside the continental U. S.): ship in service, fleet activity, or shore establishment.

• Any of the following (if operating outside the continental U. S.): Armed Guard crews, communication groups, convoy groups, amphibious forces, fleet marine forces, mobile hospital units, or other units.

Such computation of time is to end with the date of reporting for duty in a continental U. S. shore activity or at a shore-based fleet activity within the continental U. S.

In addition to the above, credit for active duty outside the U. S. is to be allowed for service performed by personnel of aircraft units attached to fleet, sea frontier, or local defense units, or to NATS, if their duties required regular flights beyond the continental limits of the U. S., and for service outside the continental limits of the U. S. in any of the armed forces of the United Nations. In making any computation of total duty time under this formula, any end fractions of a month *will not be* counted as a month.

Personnel who have sufficient points for release or who *accumulate* sufficient points are to be handled as follows:

• All *eligible reserve* commissioned or warrant officers are to be released to *inactive duty.*

• All *eligible reserve* enlisted men, including USNR (SV), (except Fleet Reservists) *whose enlistments have expired are to be discharged.*

• All *eligible reserve* enlisted men, including USNR (SV), whose enlistments have not expired, are when entitled to release under the point system to be discharged.

• All *eligible* enlisted men in the Fleet Reserve are to be released to *inactive duty.*

• All *eligible* inductees, USN-I, are to be *discharged.* Those transferred to the regular Navy and who are now serving current enlistments will be required to complete their period of enlistment.

• All eligible enlisted Waves are to be *discharged.*

• All *eligible* Wave officers are to be released to *inactive duty.*

• All *eligible* enlisted personnel in the regular Navy, including those classified USN (SV), who are serving on extensions of expired enlistments, are to be *discharged.*

Enlisted personnel of the regular Navy are not eligible for discharge under the point system if the period of their enlistment (or any voluntary extension thereof) has not expired. Enlisted personnel who are eligible for discharge, but who volunteer to extend their enlistments or reenlist in the regular Navy are to be granted such privilege by their COs without prior reference to BuPers.

Enlisted male personnel of the reserve and inductees who are eligible for separation, but who have submitted or submit applications for enlistment or reenlistment in the regular Navy, are to be retained on duty pending final action on applications.

Enlisted personnel of the Fleet Reserve are not eligible for release to inactive duty under the point system if their transfer to the Fleet Reserve was effective subsequent to 15 August 1945.

Except for certain officers declared ineligible for release at this time, COs are directed to recommend to appropriate commands the transfer for release to inactive duty of all commissioned and warrant officers who have sufficient points for release or who accumulate sufficient points.

Enlisted personnel (USN, USNR, Fleet Reserve or retired) who are serving as temporary officers are to be regarded as officers for purposes of the demobilization plan.

USN officers with permanent or temporary appointments and including retired officers are not eligible for separation under the plan. However, all retired officers of the Naval Reserve shall be deemed to have points equal to the number required regardless of the number they actually have, unless they fall within the classifications of officers not eligible for release, or if they have requested retention on active duty as provided by the directive.

All personnel eligible for separation may request in writing that they be retained on active duty. Requests are to state the period for which retention is requested, and upon completion of that period such personnel shall be transferred to separation centers for release to inactive duty or discharge, as the case may be.

However, the making of requests for retention is not to be construed

to shorten the period for which personnel may be retained for reason of military necessary, nor shall there be any retention for military necessity at the expiration of the stipulated period of retention.

Requests of enlisted personnel for retention are to be sent to BuPers, via official channels, for purpose of record, and forwarding endorsements are to state the action taken by the COs, who are authorized to approve such requests without reference to BuPers. They are likewise authorized to transfer, at their own discretion, such personnel for separation *before* the expiration of the stipulated period if they are not performing useful and essential duty.

Requests from officers for retention are also sent to BuPers, via official channels, and the endorsement is to indicate whether there are billets within their commands in which retention is recommended. Pending action by BuPers such officers are to continue on active duty. If the requests are disapproved by BuPers, COs are then to recommend the transfer of such officers for release. When requests are approved for a stipulated period, COs may at any time during the period inform BuPers the officers are not performing useful or essential duty in their assignment and BuPers will either reassign the officers or order their release. Officers who intend to make application for the regular Navy should state this in their request for retention. Officers who have made application for transfer to the regular Navy are to be kept on active duty until such action is taken and need not file a written request for retention.

Officers of the Naval Reserve who are permanently limited by medical survey to shore duty as a result of service-incurred disabilities are deemed to have sufficient points for release, regardless of their actual scores, unless they come within the group not eligible for release at this time. They may, however, if they so desire, request retention on active duty.

Regardless of their point scores, USNR officers and all enlisted personnel (except USN enlisted personnel whose period of enlistment or any voluntary extension has not expired), who have been awarded any of the following decorations since 1 Sept 1939, are to be transferred for release, unless they request retention on active duty:

Medal of Honor, Navy Cross, Distinguished Service Cross (Army), Legion of Merit (if for combat), Silver Star Medal, Distinguished Flying Cross (if for combat).

The immediate needs of the service do not permit the release of the following specialized personnel until further notice:

Specialist (C)—classification, Specialist (S)—shore patrol, Specialist (I)—punch card accounting machine operator, Specialist, (X)—key punch operator, Specialist (X)—transportation, SK(D)—Storekeeper (disbursing), MaM—Mailman.

The following personnel may be transferred to separation centers *only* upon the approval of BuPers:

Shore patrol officers; military government officers; officer specialists in IBM or

SEPARATION CENTER AREAS

THESE MAPS show the Separation Center you're most likely to go to—the Center shown for area in which your home is located. Enlisted men use top map; male officers, center; Waves, bottom.

other electric tabulating machines; officers now assigned or in special training for civil censorship duties in occupied countries; postal service officers; officer graduates of Navy oriental language schools, and officers, officer candidates and enlisted personnel under instruction (who will graduate as officers) of such schools.

Personnel in any of the above classifications who have sufficient points and who desire release may submit applications to BuPers for consideration.

As conditions permit, the points required for demobilization will be reduced.

Personnel hospitalized or undergoing medical or dental treatment are not eligible for separation until such time as they are discharged from hospitalization or treatment. Likewise personnel in a disciplinary status are not eligible for release until such time as the disciplinary measures, including probationary periods, have been completed.

In cases where it is necessary to retain personnel otherwise eligible for separation under the demobilization plan for reasons of military necessity, COs are directed to take immediate action to secure a replacement. "Military necessity" is defined as a condition in which the transfer of one or more specific persons would make impossible or seriously impair the functioning of a significant naval operation. It is not to be confused with convenience or the desire of the CO or any other commander.

Where military necessity is claimed, COs are required to report to their appropriate type or area commander, district or river commandant, or the Chief of Naval Air Functional Training Commands having cognizance over their activity. Bureaus, offices and activities of the Navy Department in Washington and the adjacent area not reporting to other commands are required to submit their "military necessity" claims to BuPers as of 2400 on the first day of each month supplying the following information: name, rate or rank, classification or class, file or service number, nature of alleged military necessity, whether relief is on board, whether relief has been ordered, whether relief has been requested.

In no event, however, are enlisted personnel to be retained for military necessity in excess of 120 days from the date originally eligible for release, and such personnel must be transferred for release upon completion of that period.

In cases of *extreme military necessity*, Flag Officers and COs may request that certain essential *officers* be retained in excess of the 120 day period. Such requests must be instituted not more than 60 days after the date on which such officers achieved the critical score for separation, and sent to BuPers with the following information: (1) duration of excess period for which services will be required; (2) justification for retention of the particular officers in question; (3) status of officers in training for this billet and possible reliefs; (4) whether temporary out-of-line promotion will be requested, and (5) include a statement from the officer concerned as to whether or not he will interpose objections if requested to remain in national interest beyond the 120-day period.

From among those eligible for release to inactive duty or discharge under the point system, type and area commanders and COs are to give preference in the order of return to those personnel who have been longest overseas, afloat or ashore.

Eligible personnel aboard ships which are returning to the U. S., either as members of the ship's company or as passengers, are to return aboard those ships. Those serving at overseas bases or aboard ships not scheduled to return to the States are to assemble at designated staging centers to await transportation.

To the maximum extent possible personnel will be returned to the U. S. aboard ships calling at ports nearest the separation centers to which they will be sent for release.

If hardship is established (as listed below), personnel may be separated at a center serving the area in which their duty stations are located, instead of going to a center nearest their home of record. Under similar circumstances, personnel returning from outside the U. S. may be separated at a center nearest their port of entry.

Hardship is defined and limited to the following circumstances:

- Where personnel on duty within the continental U. S. have: (1) their dependents at or adjacent to duty station, or (2) an automobile at their duty station, or (3) a definite offer of employment at a place other than place to which entitled to be returned upon separation, or (4) changed their permanent residence since date of entry into service.
- Where personnel on duty outside the continental U. S. have: (1) their dependents at or adjacent to a U. S. port of debarkation, or (2) a definite offer of employment at a place other than place to which entitled to be returned upon separation, or (3) changed their permanent residence since date of entry into the service.

If personnel maintaining an automobile at duty stations do not elect to be separated at the separation center serving the area in which their duty station is located they will be required to travel by the most expeditious Government transportation and will not be permitted to travel by privately owned automobile in a duty status from their duty station to the separation center serving the addresses to which they are entitled to be returned upon separation.

In order to accomplish demobilization of officer personnel, BuPers advised commands last month that they must bear in mind that reliefs with qualifications less than those normally desired will be furnished in the vast majority of cases. All commands were requested to train and fleet up personnel, eliminate functions no longer necessary and curtail others as feasible and in general provide a more realistic conception of the demobilization program.

To this end all outstanding unfilled requests to BuPers for officer personnel submitted prior to 15 Aug 1945 will be disregarded, and requests for personnel required under present conditions will have to be resubmitted. Commands were also urged to nominate to BuPers additional personnel who could be detached without relief. BuPers stated that regulars, Navy officers, reserves who are requesting transfer to the USN and reserves requesting postponement of release were urgently needed to be made available for other jobs.

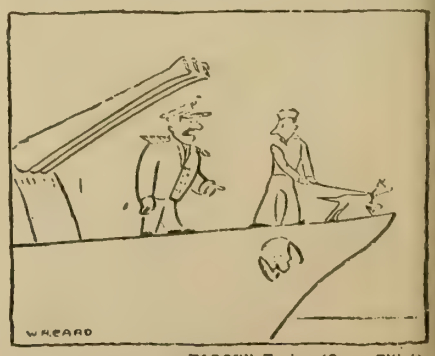
Also called to the attention of personnel last month was the fact that personnel are requesting release from the service for business, financial and convenience reasons. Applications submitted under Alnav 168-45 (NDB, 31 July, 45-867) will be given favorable action only when real personal hardship to the individual or his family is involved.

Such reasons as personal inconvenience resulting from being in the service, cases involving employment opportunities, desire of employer for the return of employee, importance of civilian employment to reconversion or postwar economy and inadequacy of Navy pay except in extreme cases of unusual expenses due to illness, etc. will not be considered as hardship cases. Such personnel will be required to become eligible for release under the point system.

Release from the Navy is, however, still possible under legitimate hardship or dependency reasons and may be submitted in accordance with Alnavs 168 and 169-45 (NDB, 31 July, 45-867 and 868).

The demobilization formula is the only method by which personnel in considerable numbers will be discharged or released from active duty. The demobilization plan was formulated with the idea that it would be applied equally to all personnel of the naval service who are eligible for return to civil life. It is the firm intention of the Navy Department to limit releases or discharges outside the provisions of the formula to a minimum. Only in exceptional circumstances, when special considerations make applications of the formula inadvisable, will the Navy Department consider departure from the formula.

In order to provide for the release of enlisted personnel past the age for most effective naval service and to permit their replacement by younger personnel fully qualified for duties afloat, BuPers Circ. Ltr, 122-45 (NDB, 15 May, 45-500) provided for the discharge of enlisted personnel over 42 years of age. This directive remains



TADCEN Topics (Camp Elliot)
"But what's he got that radar hasn't got?"

in effect. However, since one of the basic elements of the demobilization formula is credit for age, no further reduction will be made in the age at which enlisted men may be released automatically.

Enlisted personnel are eligible for release who establish to the satisfaction of the Navy that continued service would result in unwarranted hardship for persons dependent upon them.

Hardship cases generally are being more liberally interpreted since the surrender of Japan. Enlisted personnel in the following classifications are given particular consideration for discharge for dependency reasons:

- Enlisted personnel 38 years of age or over.
- Enlisted personnel who are 30 years of age or over, who have completed one year of active service and who have three or more children 12 years of age or under.
- Enlisted personnel 26 or more years of age, having five or more minor children, regardless of length of service.

Other applications for release not affected by the point system are:

- Women's Reserve Circ. Ltr. 1-45 dated 5 Mar 1945 which outlines regulations for release of Waves (officers and enlisted) for reason of pregnancy.
- Women's Reserve Circ. Ltr. 4-45 dated 20 June 1945 and 5-45 dated 4 August 1945, which outlines the policies on release of Waves (officers and enlisted) married to servicemen returned from overseas.
- Those submitted prior to 14 August 1945 requesting release under the "computed age formula" will continue to be considered.

(Information contained above may be for the most part found in Alnav 252-45 (NDB, 15 Sept, 45-1169), and in other Alnavs dealing with demobilization issued within the past six weeks.)

Marine Corps Reduces Points for Release

Male officers and male enlisted personnel of the U. S. Marine Corps with 70 or more points and all Marine personnel 35 years of age and older are now eligible for discharge, by Com Mar Corps announcement.

In connection with the release of personnel over 35, it was pointed out that the Marine Corps point system, unlike that for the rest of the Navy, allows no credit for age.

The critical score for male personnel set initially 15 August under the Marine discharge system was 85. This is the first reduction of that score. However, the critical score does not apply to enlisted men serving four-year enlistments in the regular Marine Corps or extension thereof.

General Vandegrift said the new conditions for discharge eligibility apply "to all personnel, irrespective of whether they are serving within the United States or overseas." There is no change in the critical discharge score for members of the Marine Corps Women's Reserve, which remains at 25.

Since 29 June 1944, Marine commanding officers had been authorized to discharge male Marines, over 38 years of age and serving within the continental limits of the U. S. The new change lowers the age and applies to all personnel, officers and enlisted men and women.

The Marine Corps credit system is based on the following: one point for each month of service from 16 September 1940 to 1 September 1945; one point for each month overseas or afloat from 16 September 1940 to 1 September 1945; five points for each decoration and bronze service star, and twelve points for each dependent child (not exceeding three) under 18 years of age.

Coast Guard Allows Sea Duty Points

Effective 15 September the U. S. Coast Guard, in keeping with the Navy policy, changed its point system to include credit for duty outside the continental limits.

One-quarter point per month for duty is being granted to Coast Guard personnel for active duty outside the continental limits, in addition to the previously announced point system of one-half point for each month of active duty, one-half point for each year of age computed to the nearest birthday, and ten points for dependency.

Critical score for male officers and commissioned warrant officers is 43; enlisted men, 40; for Spar officers, 35; for Spar enlisted personnel, 29.

Persons Demobilized Are Cautioned to Guard Security of Information

In accomplishing the demobilization program, Alnav 257-45 (NDB, 15 Sept. 1945, 45) announced, COs are enjoined to impress all personnel being demobilized that each discharge or release carries with it certain responsibilities toward maintaining security of information.

Personnel who have had access to any codes and ciphers, intelligence material, or classified equipment, must realize that the disclosure of the status, technique, and procedures of such information not only endangers the national security but also jeopardizes everything for which this war was fought.

The disclosure of such information makes the individual subject to trial under the provisions of the Espionage Act of 1917. All personnel being demobilized are to be advised of this fact.

Seventeen Year Olds Now Eligible for Enlistment

Seventeen year olds are now eligible for enlistment in the Regular Navy. In announcing the minimum age change, BuPers also announced that applicants in this age group would be taken into the naval service on a minority enlistment only, with parental consent in each case.

Men who have reached their eighteenth birthday will sign up for a four-year tour of duty.

BuPers Circ. Ltr. 224-45 (NBD, 31 July, 45-911) states the procedure for affecting enlistments to the Regular Navy, details of which were published in ALL HANDS, Sept. 1945, pp. 67-69.

Men Discharged Given Special Draft Status

All officers and men separated or released from the naval service under honorable conditions are to be placed in a special 1-C class by their local Selective Service boards, under a recent announcement by the National Headquarters of Selective Service.

Such men will be classified "Class 1-C, DISC" and their preinduction or induction examinations indefinitely postponed. Men so classified cannot be reclassified by the local board except under two circumstances:

- if the man's reclassification is specifically authorized by the Director of Selective Service, acting upon the request of the local board and the State Director for authority to reclassify the man.
- if he volunteers for induction.

NROTC Graduates Subject To Demobilization Rules

NROTC trainees scheduled to graduate on or about 1 Nov 1945 will be retained on active duty after commissioning unless at that time they are eligible for demobilization under the basic system then in effect, according to Navy V-12 Bulletin No. 325. The new ruling is designed to bring the ultimate disposition of V-12 trainees in line with the basic demobilization policy.

Final disposition of other groups now enrolled in NROTC or scheduled to be enrolled will be determined at a later date.

V-12 engineers, physics majors, aerology majors and pre-supply candidates who complete from six to eight terms of college on or before 1 Nov 1945, will be retained on active duty and will be commissioned as officers either upon the completion of their V-12 courses or upon the completion of further training, as subsequently determined, unless they become eligible for demobilization under the basic policy before that time.

Medical, dental, theological, premedical, pre-dental and pre-theological students will be released to inactive duty at the completion of the current academic year, with the stipulation that they continue their training.

Any student in the Navy V-12 Program who is separated for physical, academic or disciplinary reasons or for lack of officer-like qualities will be transferred to general enlisted duty.

Naturalization Rules

Announced last month were additional rules for the naturalization of aliens who serve in the armed forces. Details may be found in BuPers Circ. Ltr. 266-45 (NDB, 15 Sept, 45).

ANSWERS TO QUIZ ON PAGE 65

1. (a)	10. (b).
2. (a), (b), and (c).	11. (b).
3. (a).	12. (b).
4. (c).	13. (c).
5. (c).	14. (b).
6. (b).	15. (b) and (c).
7. (b).	16. (a).
8. (b).	17. (c).
9. (a).	18. (a).

New Information Is Made Available On Transfer of Officers to USN

The general system whereby reserve officers and temporary USN officers transfer to the regular Navy was reported upon in last month's ALL HANDS (p. 66). The following covers specific details that have become available in the past month.

Eligibility for Transfer

Who may apply for transfer to the Regular Navy?

All temporary USN and Naval Reserve officers who meet the eligibility requirements, whether they are line, engineering duty only, specialist officers, or one of the staff corps.

What are these requirements?

Briefly, you must be within a few years of the age of the present regular officers having the same temporary rank and service; have completed two years (four semesters) of work toward a degree in a college or university or demonstrate the attainment of an equivalent general background and mental capacity by passing a test; be physically qualified to perform all the duties at sea appropriate to your present temporary rank.

I've only had a high school education and my shipmate has completed only one year of college—how can we hope to pass this equivalent general background and mental capacity test?

This test is not an examination in academic subjects. It doesn't matter if you've been with the fast carriers, PT boats, amphibious forces or any other branch of the service—if you have been alert to do your best, have a capacity to learn, can adapt yourself, then you should have no fear of taking this test. Samples are being distributed for your information.

Suppose I don't have the qualifications for a permanent commission or fail to be selected, will I be considered for commissioned warrant rank?

Yes, provided you request it and, generally speaking, had not passed your 35th birthday on the date your first temporary appointment above CPO was made or on the date you went on active duty as an officer in the Naval Reserve.

How about educational requirements for transfer to chief warrant or warrant?

There are no formal educational requirements.

Will the physical examination given when I apply be final?

Another and final examination will be required at the time of your appointment.

When I was commissioned in the Reserve, I was granted a waiver for a minor physical defect. Can I request a similar waiver in applying for transfer?

Yes. Waivers will be considered for minor physical defects.

Is there a deadline in connection with submitting an application for transfer?

A deadline will eventually become necessary, but it has not been set. It will be announced to the service well in advance.

Suppose I am delayed in appearing before a local board by force of circumstances?

Such a delay will not affect your precedence.

I am not too sure about my age eligibility as stated in Alnav 207. Should I submit my application anyway?

Yes. BuPers will determine the final eligibility of all doubtful or borderline cases.

How do recent Alnavs concerning transfer affect AV(N), A2, or NROTC graduates?

Existing legislation allowing transfer of such officers to the regular Navy remains in effect. You simply apply in accordance with Alnavs 202-45, 206-45 and 207-45, instead of BuPers Circ. Ltr. 21-44.

Assignment of Initial Rank

What rank and precedence will I receive when I transfer?

You will retain your present temporary rank and precedence.

When will temporary appointments be replaced by permanent appointments?

During such period as the President may determine but not later than six months after the end of the fiscal year following that in which the war ends. Should the war officially end before 30 June 1946, temporary appointments would terminate by 31 Dec 1947, if not terminated before that date by the President.

In that case, what will my permanent rank be?

At this time it is impossible to predict this for each individual case. It will depend upon the authorized strength of the Navy as determined by the Congress, the number of officers required in each rank of the postwar Navy, and the temporary rank you hold at the time of transfer. When this redistribution in permanent ranks takes place all officers of the regular service, whether newly appointed or not, will be affected equally.

How about that "affected equally" statement; what does it actually mean?

That can best be answered by the following example: Lt. Brewster, USNR, is an applicant for transfer whose established precedence is immediately between Lt. Agnew, USN, and Lt. Collins, USN. If selected for transfer Lt. Brewster, now USN, will maintain his rank and precedence. When redistribution of ranks is neces-

Right To Resign Guaranteed

With President Truman's authority, Secretary Forrestal by Alnav 283 gave an unequivocable guarantee that reserve officers and temporary officers who transfer to the regular Navy and then find they do not want to stay in may resign on 1 January 1947 and such resignations "will automatically be accepted by the President."

The Alnav said in substance:

The Navy realizes that it has asked reserve and temporary USN officers to apply for regular Navy commissions even though a variety of important factors such as the authorized size of the postwar Navy and the time when the Navy will be returned to permanent ranks have not been finally decided by Congress and the President. Many reserve and temporary officers may hesitate to apply for fear that the Navy's earnest purpose may not prove to be what actually happens in fact.

It is already true that any officer of the Navy may resign at the pleasure of the President and consequently no one is ever irrevocably committed to continue his naval career. In order that there may be no question in the minds of officers, *the Secretary of the Navy has obtained the President's authorization to make the following unequivocal guarantee: Any officer who applies for transfer to the Regular Navy and then comes to the conclusion that he does not want to stay may resign at any time at the pleasure of the President but in any event he may resign on 1 January 1947 and his resignation will automatically be accepted by the President.*

The Navy confidently expects that the reserve and temporary officers who transfer will be thoroughly happy and satisfied in the choice they have made and consequently that they will not want to put in a resignation but they have the firm option whether or not they decide to use it.

It is possible also that some reserve and temporary officers will decide now not to apply for the regular Navy but after they get back to civilian life will wish they had applied. *The Navy is not pressing officers to make a final choice now and consequently such officers will be eligible for consideration in the regular Navy provided their applications for transfer are received in the Department within six months following the date of release from active duty.* However, in fairness to the officers who do not insist on this waiting time, officers who return to inactive duty before applying will lose precedence commensurate with the interval of time between their release from active duty and their appointment in the regular Navy.

The Alnav applies to Marine Corps officers as well as naval officers and all commands are directed to see that the provisions of this Alnav are immediately brought to the attention of all reserve officers.

sary, Lts. Agnew, Brewster and Collins will maintain their precedence relative to each other, even though all three may receive permanent appointments which may change their present temporary rank from Lt. USN, to the permanent rank of Lt. (jg) USN, or Lt. Comdr. USN.

Promotions and Selections

What are my chances for promotion after I transfer?

The proposed regulations governing these appointments are based on the premise that officers in the postwar Navy shall compete on equal terms for promotions and duty stations. Further, the Navy intends to supplement newly appointed officers' naval backgrounds with special courses, training, and service experience so that they will have the same qualifications as other regular Navy officers and can later apply for postgraduate courses with the assurance that they may successfully graduate.

Aside from normal attrition resulting from death, disability, or retirement, 92 out of each 100 officers in the Navy can expect to become lieutenants; 85 of each 100 lieutenants can expect to become lieutenant commanders; 85 out of each 100 lieutenant commanders can expect to become commanders; 50 out of each 100 commanders can expect to become captains; and 20 out of each 100 captains can expect to attain flag rank.

Are professional examinations required for promotion to the next highest rank?

At present they are not. They were required in peacetime and probably will be required again. Chapter 4 of Part E, BuPers Manual, gives the requirements under the various subjects as adhered to before the war.

Will I be required to take a professional examination for the rank in which I am transferred to the regular Navy?

No.

If professional examinations for promotion are reinstated, what would happen if I failed to pass?

You would be given another chance to take that examination. If you still failed, and if you had less than 20 years commissioned service, you would be discharged with one year's pay. If you had 20 or more years commissioned service you would be retired with a pension of 2½% of base pay plus longevity times the number of years commissioned service.

As an NROTC graduate in 1937 I ranked with the Naval Academy Class of 1938, but did not come on active duty until 1940. Will my two years of inactive duty be considered in determining my precedence?

Credit for inactive duty in determining precedence is not allowed by law.

Can Reserve and temporary USN officers of the line and staff corps submit applications for appointment to the Supply Corps?

Yes, provided you have an appropriate background of college training, Navy experience or civilian occupation. See Alnav 214-45.

Will it be possible for me to specialize within the line of the regular Navy in such fields as ordnance, engineering, communications or aerology?

All line officers are required to perform general line duties. In addition, however, they may apply for postgraduate courses in the subjects mentioned above, and many more. These courses are given at the postgraduate school and various colleges and universities. Courses range from one to three years in length and, in many cases, lead to a degree. An officer is normally assigned to duty in his specialty upon completion of the course.

In contrast to specialization, will it be possible for me to complete my liberal arts education after entering the regular Navy?

While this may be desirable for the individual, the Navy feels that the special courses and training you will receive upon transfer will fully qualify you for success in the naval profession. Therefore, you will not be given leave to complete your liberal arts education.

Will it be the established policy in the postwar Navy to rotate—even though an individual prefers and is more efficient in a particular assignment?

In order that the individual may be better qualified for command, it is probable that line officers will continue

Halsey on Transferring to USN

FOR those Reserve officers who are considering whether or not to transfer to the regular Navy, the following letter may be of interest. It was written by the commander of the Navy's 3d Fleet, Admiral William F. Halsey Jr., and was addressed to all Reserve officers under his command. The text of the letter follows:

To: The Reserve Officers of the THIRD Fleet.

Because the Navy sought the cream of the country for the Naval Reserve we now have a keen group of Reserve officers, able and accustomed to do their own thinking. For that reason, I can dispense with any preliminaries to the effect that the postwar Navy will be bigger than can be manned by the so-called "Regular Navy"—you know that that is inevitable.

You also are aware—consciously or subconsciously—that the necessary augmentation of the present career group must be recruited from our best and war-seasoned Reserves if our postwar Navy is going to be efficient and effective. So let's go on from that accepted premise.

The Navy will soon try to sell you a bill of goods on making the Navy a life career. If you are able and self-confident (we don't want the other kind—the economically timid who only want a sure three meals a day) you will immediately ask "What are the inducements as compared to a good job in civil life? What assurance have I that there will not be discrimination against Reserves in favor of Annapolis men? What assurance have I that today's fair offer will not be forgotten later?"

If you *don't* ask those questions, you probably are not the kind of material the Navy is looking for. If you do not insist on an answer to those questions you would not be doing yourself justice.

The Navy Department knows you will ask those questions; and the Department is fully aware that good, honest, and satisfactory answers must be forthcoming. Don't be skeptical or prejudiced; just think a moment—the Navy *must* expand its permanent officer complement — it *must* have the best—and any one can see that it *must* make an offer that will attract *enough* of the best. To be good enough for you Reserve officers, this forthcoming offer *must* provide satisfactory answers to your searching questions.

But there is more to it than that: Would you like the Navy as a permanent career? I am not going to bother you with a glowing picture; but I have asked my flag officers and Captains, and others who have spent varying numbers of years in this man's Navy, to talk frankly with you and tell you what his Navy life is like—for the officer, for his wife, and for his youngsters; what sort of quarters we can afford—what sort of people we meet and play with—where our kids go to school—what a change of station means to wives and children—what the Navy does about paying the cost of moving families and furniture—what the chances are of marital and domestic happiness—what Navy wives think about the Navy—what the risks and reasons for selection are—what your chances are of fitting into the long-established Navy pattern and making a go of it for yourself, for your wife and your children—what the Navy's yardstick of merit is—sea duty and shore duty—the kinds of shore jobs. Those, and matters like those, you should know about. And those are matters I am asking your skipper and others to discuss with you.

If you see a picture that looks good to you—and if the Department offers you a good sporting chance to make a go of this Navy life, I hope you will compete for one of these Regular Navy berths and join what I believe from the bottom of my heart to be the finest profession in the world. It will be no more of a sinecure and pushover than that job in civil life, but the rewards in this Navy are well worth the effort.

I urge you to start thinking seriously about this matter with assurance that when the Navy calls for applicants for transfer to the Regular Service, the Navy will also make you a proposition that no thinking man will be able to lightly dismiss—if a Navy life appeals to him.

W. F. HALSEY.

to be rotated in the various general line billets. This normally includes rotation between sea and shore duty as described in Art. C-3001, BuPers Manual.

Compensation and Security

Will the pay for officers be the same as now?

The Pay Readjustment Act of 16 June 1942 which establishes the current pay and allowances of officers is expected to continue in effect. (Art. 2140, BuSandA Memoranda).

Over a period of years how will my compensation as an officer compare with my contemporaries in civil life?

Pay is relatively good during the early years, but admittedly is lower in the higher grades when compared with the top executive salaries earned by those having comparable responsibilities. However, medical and hospital privileges for you and your dependents, retirement and disability pay, income tax exemptions, leave with pay, commissary and ship's store facilities, allowances for dependent's travel and shipment of household affects, assignment to quarters at most shore stations, all have a strong "hidden income" value.

What will be my retirement pay if I reach the statutory age limit of 64, serve 30 years, or am retired for disability?

In all three cases you should be entitled to three-fourths of the base pay plus longevity for your rank.

If I elect to retire, or fail twice of selection, will I receive a pension?

Yes, if you have completed 20 years commissioned service. Your retired pay will amount to 2½% of your base pay and longevity at the time of your retirement, multiplied by the number of years commissioned service.

What happens to me if I fail to pass a physical examination for promotion?

If you have been selected for promotion and your disability was incurred in the line of duty, you will be retired in, and receive 75% of the base pay of, the rank for which you were selected.

What about annual leave?

Officers are granted the privilege of 30 days leave each fiscal year. This may accumulate up to four months (BuPers Manual, Art. C-6001). An officer selected for transfer will be granted leave, either before or after he receives his appointment in the regular Navy, depending upon the military needs of the service. This leave will cover all leave credit accrued during the war, and in any case will not be less than 30 days.

After I retire, am I still entitled to medical care of myself and my dependents?

Yes. Retired officers are entitled to medical care and hospitalization by naval medical facilities. Dependents of retired personnel are entitled to "outpatient" service at activities where it has been established, provided they live within a reasonable distance. The latter also applies to widows of deceased naval personnel, active or retired.

Will my commission be revocable?

The commission of each transferred officer shall be revocable by the Secretary of the Navy until the termination of the revocable period of commission, if any, of the officer of the regular service next senior to the transferee's lineal position. All line commissions of Naval Academy graduates are probationary for a seven-year period. This means that a transferred line officer would have a probationary commission in the regular Navy for a period equal to the unexpired period of his next senior contemporary on the lineal list of the regular Navy—it could extend from zero to seven years.

Will I actually have the same opportunity for assignment to duty and promotion as those officers who are graduates of the U. S. Naval Academy?

This has been pledged by the Secretary of the Navy. The regulations governing appointments of temporary USN and Reserve officers are based on the premise that officers in the postwar Navy shall compete on equal terms for promotions and duty assignments.

If I retire before completing 20 years commissioned service, will I receive any compensation?

Yes, you will receive compensation as follows:

- Commanders and above receive a yearly pension of 2½% of base pay plus longevity times the number of years of commissioned service.
- Lieutenant commanders and lieutenants receive two years' active duty pay.
- Lieutenants (jg) receive one year's active duty pay.

Selection Boards Expected To Convene Soon

Selection boards to consider the temporary promotion of lieutenants to the rank of lieutenant commander are expected to convene during October or as soon thereafter as practicable, BuPers recently announced.

Regular Navy and Naval Reserve lieutenants of the line and staff corps with dates of rank and active duty of 1 Mar 1943 or earlier will be considered.

BuPers also announced that the surrender of Japan is not expected to affect at present the temporary promotions of ensigns and lieutenents (junior grade) by Alnav.

Procedure for Making Application

How do I go about making my application for transfer?

Follow procedure outlined in Alnavs 202-45, 206-45, 207-45. This will be an official letter via your commanding officer or reporting senior, who will in turn forward it to your local board. By the time you appear before the local board this application will have a report of your physical examination and a special fitness report attached to it. This local board will consist of three or more officers of the rank of commander or above of the line or various staff corps as appropriate in your case.

Will the local board's recommendation be final?

No. The local board will conduct a personal interview with each officer and make its recommendation. Regardless of whether it is favorable or not, it will forward your application and its recommendation to BuPers. Selection boards in the Navy Department, giving full consideration to your application, physical report, forwarding endorsements, and your official record in BuPers, will make the final selection.

Will the local board disapprove my application if I've only had one year of college?

The local board will give you the equivalent general background and mental capacity test and forward it for grading. The fact that you did not have two years of college will not be considered by the members in endorsing your application. They are only required to give you this test. The primary function of the local board is to give the selection board a firsthand impression of you based on their experience in the peacetime and wartime Navy.

How will I know whether or not I've been selected?

Your appointment as an officer in the regular Navy will be announced in a series of circular letters issued to the service as soon as practicable after the appointment has been made by the President. Individual applicants will also be informed by personal letters of their selection or non-selection.

Army and Navy Bulletin For Reserve Officers Begins Publication

The first issue of a new weekly publication, *The Army and Navy Bulletin*, devoted particularly to the interests of reserve officers, was scheduled to appear late in September.

Backers of the new publication intend to make it of interest to both the regular and reserve corps, but will seek to present subjects of special interest to the 1,500,000 reserve and A.U.S. officers of the Army and Navy. In a statement of policy, the new publication said its chief purpose will be to "foster and preserve an abiding interest in the future national defense of the United States among all intelligent veterans."

Among the Navy officers sponsoring the magazine are Capt. C. G. Moore USN (Ret), who is editor; Comdr. Thurmond Chatham, USNR, and Commodore Lewis L. Strauss, USNR.

Captain Moore has been a naval officer since June, 1914, and was head of the Navy's press and news section from 1934 to 1937.

Commander Chatham has served at sea in both World Wars. He is a former president of the Chatham Manufacturing Co. and a trustee of the University of North Carolina.

Commodore Strauss, who has been a reserve officer for 20 years, is a special assistant to the Secretary of the Navy. In private life he is a partner in Kuhn, Loeb & Co., N. Y.

Opportunities Expanded For Navy Medical Careers

Supplemental details on the transfer of reserve medical officers to the regular Navy have been issued in Alnav 233 (NDB, 16 Sept, 45-1150), which calls attention to the outstanding opportunities offered for a medical career in the Navy.

There has been established a residency-type graduate training program in naval hospitals, which was described in detail in the Journal of the American Medical Association, 1 Sept 1945, and which is of utmost importance to medical officers in all age groups interested in specialization.

The American College of Surgeons has recently surveyed and officially approved 32 naval hospitals for graduate training in various surgical specialties. The Council on Medical Education and Hospitals of the American Medical Association, acting jointly with the American Boards, has surveyed and approved for residency training in medical and surgical specialties three naval hospitals, and is now engaged in a similar survey of 37 additional naval hospitals for the same purpose.

Medical officers in the older age group already trained and classified as specialists are to fit into key positions in the educational program as teachers and clinicians. The younger officers, when assigned to duty in these naval hospitals and in unsurveyed or unclassified activities, will be in a position to train and perfect themselves in the specialty of their choice, and to receive credit for the time so spent applied toward certification by American Boards Fellowship in The American College of Surgeons or The American College of Physicians, as well as later election to national societies. Consequently, a medical career in the Navy now affords opportunities for training, attainments, clinical and teaching activities, as well as honors comparable to those of civilian practice, and limited only by the individual's initiative and ability.

All medical officers have been classified and graded in the professional qualifications branch of the Personnel Division, BuMed, together with a listing of any expressed preferences for special training or experiences. This will expedite all matters of appropriate assignment and proper utilization of officers in peacetime activities. It is the intention of BuMed to make every effort to assign reserve medical officers transferring to the Medical Corps of the regular Navy to postgraduate training in naval hospitals as expressed in NavMed 762 ("Essentials of Internship and Residency-type Training in United States Naval Hospitals") and in outstanding civilian medical centers at the earliest practicable date consistent with the exigencies of the service.

The directive points out the need for a large number of additional medical officers in the regular Navy and emphasizes that reserve medical officers are to be urged to apply for the regular service.

TADCEN Topics (Camp Elliot)
"Take three APC tablets and report back at 1300."

Alnav Clarifies Status Of Aviation Cadets

The status of aviation cadets who fail to complete their course has been clarified by Alnav 255.

Public Law 698 (77th Congress) provides that aviation cadets must sign an agreement to serve for a continuous period of not more than four years on active duty unless sooner released. Likewise Public Law 289 (77th Congress) provides that each enlisted man in the Naval Reserve or Marine Corps Reserve who is designated as a student aviation pilot must sign an agreement to serve on continuous active duty for two years following successful completion of training unless sooner released.

For those personnel who fail or who have failed to complete the course the following action is to be taken.

Upon separation from flight training students are released from the agreements stated above for specific period of active duty, and will serve on active duty under current directives pertaining to personnel of the Naval Reserve and Marine Corps Reserve as appropriate. Therefore personnel transferred to general service upon separation from the flight training program prior to completion are to be released from active duty under the provisions of Alnav 252-45 (NDB, 15 Sept, 45-000) and any successor directives or Marine Corps Ltr. of Inst. No. 1108 dated 21 Aug 1945 and succeeding letters without regard to any agreements they may have signed under the provisions of the laws quoted above.

Such personnel who have sufficient points are eligible for release from the service; those having sufficient points who desire to remain in the service must request retention as outlined by Alnav 252-45 (NDB, 15 Sept, 45-1169), details of which may be found on p. 66.

Local Speed Regulations Now Apply to Navy Cars

The order limiting the speed of motor vehicles of the Navy, Marine Corps and Coast Guard to 35 miles per hour has been rescinded by AlStaCon No. 63 dated 15 Sept 1945 in accordance with national policy. Operators are to observe the local speed laws outside of federal territory.

Voting Information

Servicemen should apply for state absentee ballots at least 60 days before the date of an election, if at all possible, according to the Navy War Ballot Office. Purpose of the early application is to allow time for handling by mail and for checking by state officials.

Connecticut, Michigan, Ohio, Illinois, New Jersey, Pennsylvania, Massachusetts, New York and Virginia will hold elections at which servicemen will be permitted to vote by state absentee ballot during the period 1 Sept to 31 Dec 1945.

Inasmuch as full details on the elections and on the postcard application (USWBC Form 1) may be obtained from Voting Officers, interested personnel are advised not to write local election officials for information.

Navy Reporter on New Twice a Week Schedule

The Navy Reporter, who went on the air only once a week prior to 15 August, now can be heard twice weekly in broadcasts beamed to all the areas of the world where naval personnel may be located.

Largely concerned at this time with matters affecting civil readjustment and demobilization, the 15-minute Navy Reporter program can be heard at the following Greenwich times from these stations:

TIME	STATION	KCS	BEAM
		Tues. & Thurs.	
0115	KROJ	17760	SoWesPac, POA
0345	KWIX	11890	Honolulu
0515	KROJ	9897	Alaska, Aleutians
0515	KNBA	13050	SoWesPac, Philippines
0515	KNBI	15150	SoWesPac, Philippines
2245	KROJ	17770	Alaska, Aleutians, China
0345	KRHO	17800	Pac, China
		Tues. & Fri.	
1015	WOOC	15190	England, Europe, Medit.
1015	WOOW	11870	England, Europe, Medit.
1015	WCBX	15270	England, Europe, Medit.
1015	WCBN	17830	England, Europe, Medit.
		Tues. & Sat.	
1845	WOOC	15190	England, Europe, Medit.
1845	WOOW	11870	England, Europe, Medit.
1845	WCBX	15270	England, Europe, Medit.
2115	WOOC	15190	England, Europe, Medit.
2115	WOOW	11870	England, Europe, Medit.
2115	WCBN	11145	England, Europe, Medit.
1715	WLWL-1	17955	So. Atlantic, Africa
1715	WLWL-2	15230	" " "
2315	WLWL-1	11810	" " "
2315	WLWL-2	15230	" " "
1815	WBOS	15210	Greenland, Iceland, England
2215	WBOS	9897 5	Greenland, Iceland, England
		Wed. & Fri.	
0945	KROJ	6105	SoPac, POA
0945	KWIX	7230	China, Japan
0945	KGEI	9550	SoWesPac, Philippines

INSURANCE: Here's Analysis of Options Available for Payments to Beneficiaries

ONE of the most valuable assets Navy men and women can take with them when they leave the service is their low-cost National Service Life Insurance. In last month's issue (p. 28), ALL HANDS told how you can arrange to keep this insurance, how you can convert it to permanent insurance when you are ready, and what are your various choices in type of insurance or method of conversion.

This month ALL HANDS takes up another phase of your insurance: the two optional methods provided by your policy for payment of proceeds to a beneficiary.

Although the policy originally provided for only one method of payment to a beneficiary, a new method of settlement called the Refund Life Income and known as Option 2 has been available to beneficiaries of National Service Life Insurance policies ever since Public Law 452 was enacted on 30 Sept 1944.

Here is how the two options compare.

Option 1 is a two-way proposition and works like this:

(a) If the first beneficiary is *less than age 30* when a claim becomes payable, a monthly income of $5.51 for each $1,000 of insurance is paid *for 20 years*, or a total of $1,332.40 for each $1,000 of insurance. At the end of the 20th year this income stops.

(b) If the first beneficiary is *age 30 or over* when a claim becomes payable, a monthly income is paid *for life* with 10 years guaranteed. The exact amount of the monthly income is determined by the beneficiary's age at the death of the insured (see accompanying table). "Ten years guaranteed" means that if the first beneficiary does not live to receive at least 10 years' payments, the remaining unpaid payments will be made to the next beneficiary.

Option 2 provides two major elements:

First, Option 2 provides a monthly *life income* to any first beneficiary, the amount of each installment and the number of installments guaranteed being determined by the beneficiary's age at the insured's death (see accompanying table).

Second, it guarantees that if the first beneficiary dies before receiving all of the guaranteed installments, monthly payments in the same amount will continue (provided someone eligible to receive them is alive) until the *full face amount* of the policy has been paid out.

To help answer some of the questions you may have about these two options, the following question-and-answer analysis is presented:

Can any policyholder elect Option 2?

Yes. It applies to all National Service Life Insurance Policies in force.

Does the beneficiary receive more under Option 2?

Not necessarily. The amount of each individual monthly payment under Option 1 for any given age under 30 is substantially greater and for ages 30 or over is somewhat greater. Therefore when the beneficiary 30 or over lives out a normal lifetime, the total amount paid under Option 1 will usually be more (see illustration at end of this article.)

Under what circumstances might Option 2 be preferable?

There are situations under which it would be more advantageous for a beneficiary to receive the policy proceeds under Option 2. For instance: If a first beneficiary were to die within 10 years of the insured, the income payments would continue until the full face amount of the policy had been paid out, with the next beneficiary receiving the balance. Or if your beneficiary were under 30, you might prefer to have her receive a *life* income under Option 2, even though at a somewhat smaller monthly income rate, rather than the guaranteed 240 monthly payments under Option 1. However, see next question.

How can I tell which is best for me to elect?

Usually you can't—at least not right now. To do this you would really need to know how much longer you are going to live, how long your first beneficiary will survive after your death and what will be your family's circumstances at that time. In other words, there are a lot of unknown and future factors that most of us can't gauge at the present. However, there are certain instances where specific family situations seem to indicate even at the present time which is the best option. In any event, your best step is to talk it over with your Benefits and Insurance Officer and let him, on the basis of your own particular circumstances, give you the benefit of his experience and knowledge.

But suppose I do elect the Refund Life Income, Option 2, right now?

Then your beneficiary will have no choice. She will have to receive the income as specified under Option 2.

Well, then, what is recommended?

Speaking in general terms, it is usually best if you do not tie your beneficiary's hands at this time. If you make *no* choice right now, the first beneficiary will have the privilege of making the choice. But if you specifically choose Option 2 now, the beneficiary will have to take it, even though at the time of your death Option 1 might be more desirable.

Can the beneficiary always choose Option 2?

Yes. When no previous choice of Option 2 has been made by the insured, the Veterans Administration explains both options to the beneficiary, thus providing a fair chance to decide which option best suits the situation at the time of your death. (Veterans Administration Insurance form 1501—Election of Mode of Payment by Beneficiary of National Service Life Insurance.)

If I decide to choose Option 2 at present what form do I use?

See your Benefits and Insurance Officer. He has a supply of the Veterans Administration form for that purpose. (Veterans Administration Insurance form 1616—Election of Option by Insured.)

May I use this same form to change my beneficiary on my National Service Life Insurance?

No. If a change of beneficiary is also desired you should use Veterans Administration Insurance form 336—"Change of Beneficiary." Your Benefits and Insurance Officer has a supply.

Can I elect Option 2 now for a certain beneficiary but provide that if this beneficiary is not living at my death, the surviving eligible beneficiary could then have a choice of options?

Yes. Veterans Administration Insurance form 1616 specifically provides for such a situation.

If I have already notified the Veterans Administration that I want Option 2 to apply can I change back so that the choice will be given to my beneficiary?

Yes, you can. But the notice of revocation of Option 2 must be sent over your signature to the Veterans Administration during your lifetime.

If the beneficiary chooses to receive the proceeds under Option 1, can she change over to Option 2 at a later date or vice versa?

No. Once payments to a beneficiary have been started they must be continued under the plan elected. However, where none of the checks has been cashed or negotiated it is generally not considered that payments

PAYMENTS TO BENEFICIARIES UNDER OPTIONS 1 AND 2

Showing amount of each monthly installment per $1,000 insurance payable to original beneficiary, and number of guaranteed monthly installments.

Option 1—Beneficiaries 30 or over; payable for life of first beneficiary.

Option 2—Payable for life of first beneficiary or for number of installments shown below.

Age of beneficiary at date of death of insured	Option 1		Option 2	
	Amount of installment	Number guaranteed	Amount of installment	Number guaranteed
10	$5.51*	240	$3.29**	304
15	*	240	3.38	296
20	*	240	3.48	288
25	*	240	3.62	277
30	3.97	120	3.78	265
35	4.20	120	3.99	251
40	4.50	120	4.26	235
45	4.89	120	4.60	218
50	5.39	120	5.04	199
55	6.03	120	5.60	179
60	6.81	120	6.34	158
65	7.67	120	7.32	137
70	8.51	120	***	
75	9.18	120		
80	9.55	120		
85	9.61	120		

* For beneficiaries under 30, payment under Option 1 is always at the rate of $5.51 per $1,000.

** For age 10 and under, same monthly installment is paid.

*** If beneficiary is 69 or over, settlement must be made under Option 1.

have started and a change could be made in that event, if desired.

Now let's get down to cases. Here is some practical arithmetic to illustrate what has been said above, based on a $10,000 policy.

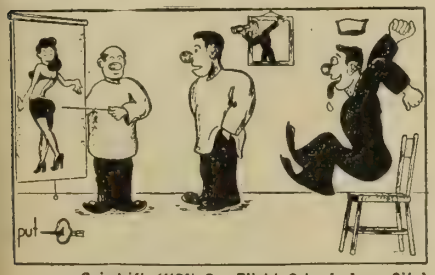
A widow age 30, at the insured's death, would receive *under Option 1* a monthly income of $39.70 on $10,000 face amount of insurance, guaranteed for 10 years certain and for her life. If she lives out a normal life expectancy of 35.33 years or to age 65.33, according to the American Experience Table of Mortality, she would receive 423 monthly payments totaling $16,-793.10.

Under Option 2, the Refund Life Income, the same widow in her lifetime would receive a monthly income of $37.80 and the total paid would be $15,989.40.

On the other hand, *under Option 1,* if the widow should not survive the insured by at least 10 years, the guaranteed payments to her and any secondary beneficiaries would amount to $4,764.00 (120 months at $39.70). Under Option 2, however, payments of $37.80 would be continued after her death to a secondary beneficiary or beneficiaries until $10,000 had been paid. Of course in each of these last two instances it would be necessary for the widow to be survived by some other eligible beneficiary if any payments were to be continued after her death.

While these two illustrations are based on a theoretical situation where payments are made for the exact *average* life expectancy of a beneficiary age 30, it should be borne in mind that a "life income" is paid throughout an entire lifetime and does not stop when "mathematical" life expectancy has been reached. In the final analysis this is one of the most important points . . . *life income.* In most instances it is more important that the beneficiary be guaranteed a definite income for life than to theorize on possible benefits to be paid to first beneficiaries and contingent beneficiaries which depend on unpredictable future events.

An interesting sidelight on this point is the fact that life insurance company statistics reveal that annuitants (i.e. persons receiving life incomes) are more likely to live a few years longer than persons without such guaranteed life incomes. The reason is of course that longevity is promoted by freedom from worry and fear over loss of income in old age.



Spindrift (USN Pre-Flight School, Iowa City)
"Yeah, Doctor, your new system is fine for their eyes, but what about their blood pressure?"

Industrial Engineering Short Course Planned

A short course in industrial engineering and management engineering is to be given at the Naval Air Station, Alameda, Calif., starting about 1 Dec 1945. A small number of officers who have had considerable experience in this field in private industry, whether in aeronautical or other manufacturing lines, are to be trained for staff assignments to the A&R officer at major air stations.

Officers interested in making application for the course, announced by Alnav 265-45 (NDB, 15 Sept, 45-1182), should address their requests, via official channels, to the Chief of Naval Personnel (Att: MA 203), stating briefly their pertinent civilian and naval experience and approximately how long they are willing to remain on active duty.

The course is to cover the following subjects:

- Increasing the utilization of manpower and facilities, including work simplification, method improvement, plant layout, production control, setting time standards, etc.
- Clarifying and improving policies, organizational structure and administrative procedures involoved in meeting schedules with minimum cost.
- Establishing control statistics to show management how well these goals are being attained.

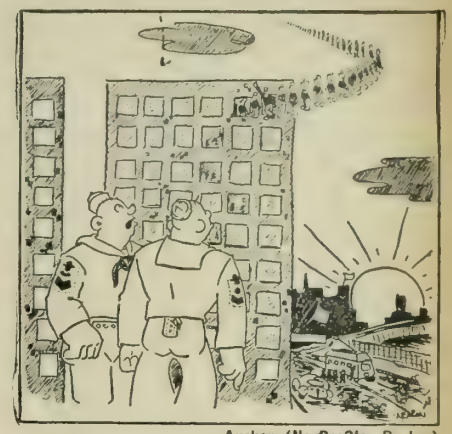
Travel Rules Relaxed For Naval Service Teams

Naval service teams are permitted to travel outside their own National Collegiate Athletic Association district and participate in certain benefit contests by provisions of a new directive issued 7 September by SecNav. The new regulations also permit naval teams and individuals to participate in any event sponsored by the Amateur Athletic Union or any other recognized amateur organization.

Navy team participation in benefit contests is limited to those sponsored by the American Red Cross, a Community War Fund, the Army Relief, the Navy Relief, and the National Infantile Paralysis Foundation as part of their annual fund-raising drives. Net profits are to be turned over to the sponsoring organization. Games or contests staged as part of government bond drives also are authorized.

Teams are not permitted to be absent from their stations over 48 hours, but may travel anywhere, including travel by air, within that time limit. When individuals are on authorized leave, the 48-hour restriction does not apply and participation is permitted anywhere in the country. Commanding officers, however, have been instructed that no special consideration is to be given leave requests on that basis.

The new directive applies to all Navy, Marine Corps, and Coast Guard personnel within the continental United States.



Anchor (NavRecSta, Boston)
"The chow line is unusually long this morning!"

Postpone Naming Winners In Navy Show Contest

Announcement of the winners of the Navy Show Contest sponsored by the War Writers Board has been postponed until 15 November, 1945 because the unexpectedly heavy number of entries—1,332 in all—included 795 from men overseas, necessitating a delay in the judging. Original announcement date was to have been 15 October, 1945.

Forty-one prizes totaling $2,700 in War Bonds will be awarded by judges Paul Gallico, Max Gordon, John Mason Brown, Russel Crouse, Frederic March, George S. Kaufman, Hobe Morrison, Oscar Hammerstein II, and Richard Rodgers.

Announcement of winners, when made, will be by direct notification, AFRS, ALL HANDS and the *SEA Clipper.*

Jobs in Weather Bureau Open to Navy Personnel

The Weather Bureau announces it has jobs open for meteorologists, particularly those with reemployment rights, and other personnel who are interested in careers in the Weather Bureau. Those interested are urged to file their applications for appointment as soon as possible.

Many vacancies will exist in the near future, with salaries ranging from $2,500 to $5,000 or higher. In some instances it may be possible to hold positions open for those with high priority employment rights if release from the service is probable within a few months.

Applications may be sent to the placement service of the American Meteorological Society, Milton 86, Mass., or directly to the Civil Service Commission or the Weather Bureau, both Washington 25, D. C., on Civil Service Form 57 obtainable at all field headquarters of Civil Service or from the organizations mentioned above.

Applicants should include with their applications full particulars of professional experience, scientific training or other pertinent qualifications, together with preference as to location and type of duty and prospective date of availability.

Drop 19 SR Ratings; Men To Shift to Other SR or General Service Ratings

Nineteen ship-repair categories have been abolished and men now holding these ratings and skill designations will change to general-service ratings or one of the remaining ship-repair ratings, as announced in BuPers Circ. Ltr. 254-45 (NDB, 31 Aug, 45-1084).

Future limits on the authorized enlisted personnel strength of the Navy will not permit the retention of many of the highly specialized rating groups in the Navy's present enlisted rating structure. A majority of ship-repair personnel, it is believed, will be able to qualify for general-service ratings which have a wider scope of assigned duties.

Accordingly the following ship-repair categories have been abolished:
Carpenter's Mate (SR) (Carpenter)
Carpenter's Mate (SR) (Caulker-Boat)
Carpenter's Mate (SR) (Cement worker)
Carpenter's Mate (SR) (Shipwright)
Gunner's Mate (SR) (Powderman)
Machinist's Mate (SR) (Engine operator)
Machinist's Mate (SR) (Inside machinist)
Machinist's Mate (SR) (Instrument maker)
Metalsmith (SR) (Forger)
Molder (SR) (Cupola tender)
Molder (SR) (Foundryman)
Molder (SR) (Molder)
Patternmaker (SR) (Patternmaker)
Radio technician (SR) (Radio engineer)
Shipfitter (SR) (Diver)
Shipfitter (SR) (Chipper and caulker)
Shipfitter (SR) Reamer)
Shipfitter (SR) (Riveter)
Shipfitter (SR) (Steelworker)

The remaining authorized ship-repair ratings and skill designations are as follows:
Boatswain's Mate (SR) (Canvasman)
Boatswain's Mate (SR) (Crane operator)
Boatswain's Mate (SR) (Rigger)
Boilermaker (SR)
Carpenter's Mate (SR) (Boatbuilder-wood)
Carpenter's Mate (SR) (Joiner)
Electrician's Mate (SR) (General electrician
Electrician's Mate (SR) (I. C. repairman)
Electrician's Mate (SR) (Shop electrician)
Machinist's Mate (SR) (Outside machinist)
Metalsmith (SR) (Blacksmith)
Metalsmith (SR) (Coppersmith)
Metalsmith (SR) (Sheet-metal worker)
Motor machinist's Mate (SR) (Diesel engine mechanic)
Motor machinist's Mate (SR) (Gasoline engine mechanic)
Shipfitter (SR) (Pipe fitter & plumber)
Shipfitter (SR) (Shipfitter)
Shipfitter (SR) (Welder)

Revised qualifications for ship-repair ratings and skill designations have been published in Change No. 7 of BuPers Manual. It is expected that further modifications of the ship-repair rating structure will be made in the future.

Personnel serving in the following ratings and skill designations are to be changed to general-service ratings *only*, as indicated:

From	To
Machinist's Mate (SR) (Inside machinist)	Machinist's Mate S.
Machinist's Mate (SR) (Instrument maker)	Special artificer I.
Molder (SR) (Molder)	Molder
Molder (SR) (Foundryman)	Molder
Molder (SR) (Cupola tender)	Molder
Patternmaker (SR) (Patternmaker)	Patternmaker
Radio technician (SR) (Radio engineer)	Radio technician

Enlisted personnel will be allowed three months to qualify for the change of rating or classification. Change of rating effected will be to other rates of equal pay grade only.

COs are authorized to make the changes without prior approval from BuPers and without regard to vacancies in allowance, provided the men concerned are in all respects qualified to perform the duties of the rate in general service.

To provide for orderly and expeditious demobilization of SR personnel eligible for discharge, COs have been directed to change ratings and skill designations of such personnel, who are now in ratings that have been abolished, *prior* to their transfer for separation from the service.

Oak Leaf (NavHosp, Oakland)
"The buttons are just tradition; it seems that Lord Nelson had 13 weeks of Boot Camp."

Qualified Personnel May Submit Applications Now For Pre-Flight School

The third increment of the Naval Aviation Preparatory Program has been authorized to convene on or about 1 March 1946 under procedures outlined in BuPers Circ ltr 267-45. Naval personnel may submit applications now for assignment to the program.

It is now intended that prior to their transfer to U. S. Navy Pre-Flight Schools, men selected will be assigned to college training on or about 1 March 1946 for one to four academic terms depending on each student's prior college studies, if any. The program is the only one under which general service enlisted men on active duty in the naval service (other than officer candidates) may currently apply for flight training.

Qualified enlisted personnel on active duty in the regular Navy and the Naval Reserve are eligible to apply. Applicants must meet requirements as defined in BuPers Circ ltr 276-45 and should submit applications as soon as possible. Such requests must be submitted to the CO prior to 1 Jan 1946. Final selections of successful candidates are expected to be made by BuPers on or before 10 Feb 1946.

Each man selected for the program will be transferred to the rate of AS, USN, or AS, V-5, USNR, as appropriate, and will retain such status until his transfer to the grade of Aviation Cadet, USNR, upon reporting to a USN Pre-Flight School.

Travel Claims Require Three Copies of Orders

Officers forwarding their orders to BuPers in connection with travel claims are now required, under a change in procedure announced by BuPers Circ. Ltr. 253-45 (NDB, 31 Aug, 45-1083), to enclose the original and *three* copies of their orders with *all* endorsements. Unless the proper number of copies is submitted, settlement of the claim will be delayed.

FOR REPORTING SENIORS

How Not to Write A Fitness Report

Are you "as friendly as a wet dog"? Can it be said of you, "A certain amount of languor sometimes attributed to Denizens of the Deep South prevents him from being a ball of fire"? Are you an "inexperienced, bewildered, but confident ensign"? Do you have an "acknowledged weakness for sleep" and are you "improving in not giving in to it"? Are you "extremely likeable, a good-humored ox, a fine shipmate, but lacking social grace and poise"? Do your "voice, manners and methods instill nothing but sleep"? Can it be said of you, "He defrauds the government every time he draws his pay"?

These remarks have appeared on reports of fitness received in BuPers. Amusing as they may be, they fall far short of providing a clear picture of the subject officers' over-all efficiency in performance of naval duty. Result: the report has to be made again.

The officer who was likened to a wet dog requested and obtained a hearing on his fitness.

In another recent incident, the reporting senior submitted semi-annual reports on 10 ensigns, each graded nearly identically in the middle 40% column and each given the blanket appraisal, "Slow progress." Unable to act upon such patently stereotyped reports, BuPers had to return the 10 reports to the next senior in the chain of command with a request for official action in getting better reports. Result: Needless correspondence and repetition of work, embarrassment to the reporting senior, and delay in completion of the records of the officers reported upon.

Fitness reports are used by the Bureau as guides in determining each officer's suitability and capability for future billets. The reporting senior who gives careful and separate consideration to each junior's qualifications and then voices his comments in dignified, simple, concise, and accurate language makes it possible for BuPers to judge each officer quickly and fairly. Result: the right man in the right billet and justice in promotions.

War Orphans Are Awarded Scholarships to College

More than 30 orphans of servicemen have received $500 college scholarships from a recently formed organization, War Orphans Scholarships, Inc., and 27 already are attending school as a result of the awards.

So far all scholarships have been awarded to orphans of men killed in action or who died as a result of wounds received in battle. When sufficient funds are available, the organization's directors expect to extend the benefits to orphans of all servicemen whose deaths are service-connected. Orphans of women in the armed services are also eligible but no such scholarships have yet been awarded.

The Veterans Administration furnishes War Orphans Scholarships with a record of the deaths of servicemen with one or more children 16 years or older. The organization then gets in touch with the mother (or guardian) of the eligible child and, if the child wishes to attend a college or vocational school and if the case is a deserving one, awards a scholarship. Children under 16 at the time of the serviceman's death become eligible when they reach that age.

All donations to War Orphans Scholarships, Inc., apply toward scholarships without deductions of any sort. None of the officers or directors of the corporation receives compensation for his services and they pay from their own pockets whatever personal expenses they incur in serving the corporation. Expenses of the organization are paid by the American Contract Bridge League, an association of bridge players. The money formerly spent on prizes for the tournaments in which the players participate now goes to War Orphans Scholarships and prizes are no longer awarded.

When a scholarship is awarded, the money is sent to the college or vocational school which the beneficiary will attend. The officers of the college then issue the money as needed for the school expenses and living expenses of the student. Many colleges have agreed to make further concessions in tuition when the student is a recipient of a War Orphans Scholarship.

The organization's directors consider it desirable for servicemen and their wives to know about War Orphan Scholarships so that applications for scholarships may be made if, by accident, the directors fail to notify the surviving parent of the orphan. Address of the organization is Room 219A, Veterans Administration Building, Vermont and H St., NW, Washington 25, D. C.

ODDUTIES

Piping All (Cow) Hands

You've probably read that Navy men at Guam get fresh milk from their own herd. The cows, not naturally found in the Marianas, were shipped there from the States. But they might not have reached there had it not been for the ability of BuPers to fill a strange request.

The cows, it seems, had to be kept happy en route from this country to the Marianas in a cattle boat. BuPers supplied 20 men, each of whom was capable of milking 30 cows daily, and now the Marianas boys get their cow juice.

Civilian Campaign Ribbon Approved by President

Award of campaign ribbons to deserving civilians in the war areas who have made an outstanding contribution to victory has been approved by President Truman.

Those eligible are war correspondents, Red Cross workers and other civilians who have served long and arduous duty under difficult and hazardous conditions and whose presence has contributed to the effectiveness of our forces and the welfare of personnel.

Individuals, but not groups or categories, are eligible for the award upon recommendation of Fleet type and task force commanders. Recommendations, in sufficient detail to assure that each award is fully warranted, may be submitted to Fleet Admiral Chester W. Nimitz, USN, who must personally approve all awards for the Pacific area.

Retroactive cases for other areas may be submitted to SecNav via official channels.

Personnel Cautioned Not To Transport Explosives

Discovery of a live 20-mm. shell in the baggage of a patient traveling by rail across the continent has prompted Navy officials to issue new warnings against the transportation of explosives on public carriers as personal property.

In order to insure public safety and protect public property, all naval personnel are cautioned not to pack or carry explosives of any kind. COs have been asked to take whatever action may be required to insure full compliance with this directive, BuPers Circ. Ltr. 257-45 (NDB 15 Sept, 45-1200).

Recruiting Duty in U. S. Open to Qualified USNs

Requests for transfer to Navy recruiting duty within the continental U. S. may now be submitted to BuPers by qualified enlisted personnel of the regular Navy, according to BuPers Circ. Ltr. 246-45 (NDB, 31 Aug, 45-1077).

Applicants will be placed on a waiting list for transfer to such recruiting duty as vacancies occur. CPOs and PO1c, exclusive of aviation, radio, bandsmen or buglemaster ratings, may apply.

Commanding officers will examine the fitness of applicants, basing their endorsements upon the man's education, personality, poise and ability as a correspondent, as outlined in BuPers Manual. Art. D-7025.

Men Returning Stateside Advised to Urge Families Not to Try to Meet Them

Men scheduled soon to return stateside will have family reunions a lot sooner if they write their relatives to remain at home.

Here's why:

- Personnel cannot be certain at what point they will disembark; it may be a west coast port, an east coast or a gulf port. Destinations may be altered even while the ship is en route home.
- Returning veterans will be shipped to a Separation Center immediately or at the most within 48 hours of debarking.
- Dischargees won't know definitely at what Separation Center they will be processed until they get there.
- Time spent at Separation Centers will be short—a matter of two or three days—and will be completely filled with details of processing.
- Transportation facilities to and from ports and to and from Separation Centers are crowded to capacity; any unnecessary traveling by relatives merely threatens to slow up transportation of servicemen.
- Reports indicate that civilian living facilities at ports and Separation Centers are already filled to capacity, which means great discomfort and inconvenience to the families making such a trip.

In view of these facts, returning personnel stand a better chance of seeing their relatives sooner, in a happier frame of mind, and without all the unnecessary expense of a useless trip, if the reunions are planned to be held at home.

Use of Labels Suggested In Mailing Souvenirs

As a result of reports from Navy and Marine Corps personnel that souvenirs mailed by them containing shells, grenades and revolvers were being intercepted and destroyed before it was ascertained that explosives had been removed, the Chief of Naval Operations has suggested that endorsements, by gummed label or otherwise, be placed on all such parcels, indicating that explosives have been removed. The endorsements may be placed on the parcels by the men themselves.

Such an endorsement would help to insure the delivery of the package to the addressee without interception by either customs or postal officials.

The Duster (NAS, Clinton, Okla.)
"Gosh, I wish you were my little 10 points!"

MONTH'S ALNAVS IN BRIEF

No. 211—Concerns administrative changes in NavPers form 353 (roster of officers).

No. 212—Directs all ships and stations to return via airmail to BuPers original BuPers orders, with endorsement, for officers being detached or released to inactive duty.

No. 213—Reduces to 44 the points required by naval aviators under demobilization plan and invites reserves to apply for regular Navy, for which estimated 20% of present reserve aviators needed.

No. 214—Invites reserves and temporary officers, line and staff corps, to apply for appointment in Supply Corps, USN.

No. 215—States that all applications for following programs not acted upon are disapproved: naval aviation observer (navigation), night torpedo radar-navigator, return to flight training of deselected flight students, reserve midshipman training, Wave officer candidates, and medical, dental and theological training in V-12.

No. 216—Concerns administrative changes in NavPers form 625 (report of enlisted personnel).

No. 217—Concerns payment of certain allowances.

No. 218—States effective 27 August no Bond A quarter allotments to be registered by disbursing officers until further notice.

No. 219—States that COs to make entry in officer's qualification record jacket on officer's eligibility for promotion if being detached.

No. 220—States that legislation as covered in BuPers Circ. Ltr. 21-44 (NDB, Jan-June, 44-114) continues in effect allowing transfer of AVN, A1 and A2 officers and NROTC graduates to regular Navy.

No. 221—Requests applications, to reach BuPers by 15 October, from USN officers who have completed postgraduate course in mechanical, electrical, Diesel, metallurgical, petroleum, electronics and radio engineering, to request designation as Engineering Duty Only officers, and states officers of 1930 class and junior particularly desired.

No. 222—Amends point system announced in Alnav 196-45 (NDB, 15 Aug, 45-970). See p. 66.

No. 223—Deals with Navy material distribution policy.

Stand-By (NDB, Terminal Is., Calif.)

"I know it's against regulations to hitch hike, but there's no rule against flipping peanut shells over my shoulder!"

No. 224—Directs disbursing officers to bring pay records up to date and outlines procedure for paying personnel to be released under demobilization plan.

No. 225—Announces discontinuance of extra war risk rate by Navy Mutual Aid Association.

No. 226—Announces amendment by President on 1 Sept 1945 of restrictive clause of all presently effective spot appointments and reappointments, other than to flag rank, to provide (if they do not already) that appointee is to revert to his permanent rank or rating effective upon date he reports for permanent duty other than duty mentioned in said restrictive clause or the date he is released from active duty, whichever is earlier.

No. 227—Places in abeyance provisions of BuPers Circ. Ltr. 366-44 (NDB, July-Dec, 44-1397) which requests suggestions concerning personnel accounting and practices. (Note: This does not conflict with the Navy Department's Beneficial Suggestion Program covered by NCPI 25 for which civilian and military personnel may submit suggestions.)

No. 228—Announces additional commands authorized to issue orders releasing officers to inactive duty under demobilization plan.

No. 229—Amends BuPers Circ. Ltr. 224-45 (NDB, 31 July, 45-911) on reenlistment or enlistment in USN. See p. 69.

No. 230—Directs COs of vessels to inventory all spare parts and title B equipage.

No. 231—Directs all ship and shore activities outside Pacific theatre of operations to transfer all stocks of serum albumin MD Supply Catalogue No. S1-1945 to NMSD, Oakland or NMSD, Brooklyn immediately, as use of serum albumin restricted to Pacific theatre.

No. 232—Cancels Alnav 74-45 (NBD, 30 April, 45-410) which requested applications for photographic interpretation course.

No. 233—Deals with transfer of reserve medical officers to regular Navy. See p. 73.

No. 234—Supplements Alnav 196-45 (NBD, 15 Aug, 45-970) on demobilization plan. See p. 66.

No. 235—States that all aeronautical activities are requested to insure return by naval aviators, aircrewmen, aviation pilots, technical observers, aerial navigators and flight surgeons of personal issue flight clothing and equipment in advance of being ordered to separation centers for discharge.

No. 236—Modifies Alnav 29-42 (NDB, cum. ed. 1943, 42-2013) on wearing of civilian clothes.

No. 237—Announces appointment to next higher rank for temporary service, to rank from 1 Sept 1945, of those lieutenants (junior grade) and ensigns, line and staff corps, on active list of regular Navy whose date of rank is between 2-15 Mar 1944, inclusive, and those lieutenants (junior grade) and ensigns, line and staff corps, of Naval Reserve and Women's Reserve whose date of commencement of continuous active duty in their respective rank is within the same period.

No. 238—Announces appointment to chief warrant rank for temporary service, to rank from 1 Sept 1945, of those warrant officers on active list of regular Navy whose dates of rank are within the period 2-15 Mar 1944, inclusive, and those warrant officers of Naval Reserve whose dates of commencement of continuous active duty are within the same period.

No. 239—Deals with salvage and care of trophies and relics of historical interest.

No. 240—Cancels Alnav 236-45, above.

No. 241—Announces appointment to next higher rank for temporary service, to rank from 1 Sept 1945, of regular and reserve Navy Nurse Corps lieutenants (junior grade) who reported for continuous active duty as ensigns on 28 Feb 1943 or earlier.

No. 242—Contains request from Secretary of Treasury that naval personnel continue purchase of savings bonds through Payroll Savings Plan and by allotments and states that $1,400,000,000 was invested to 1 Sept.

No. 243—Amends Alnav 196-45 (NDB, 15 Aug, 45-970) on demobilization plan. See p. 66.

No. 244—Announces Navy policy to terminate immediately all lend-lease financed from Navy appropriations, and lists details and procedures.

No. 245—States that naval reserve officers who, while on active duty, held a temporary rank, including spot appointment, may, when in inactive duty status, bear official title of highest rank held on active duty and wear uniform of such rank when wearing of a uniform is appropriate, until temporary appointments are no longer permitted by law, at or before which time further instructions are to be promulgated.

No. 246—Deals with demobilization policy. See p. 66.

No. 247—States that Treasury Department to conduct victory war loan drive from 29 Oct to 9 Dec, and directs that naval activities grant requests for personnel and material for use in drive wherever practicable unless such action would impede the demobilization program.

No. 248—States that "Passed by Naval Censor" stamps are to be held

PROMOTIONS BY ALNAV

A total of 3,384 officers were made eligible for promotion to next higher rank by Alnavs 237, 238 and 241, briefed on this page. The breakdown:

Naval Reserve (including Women's Reserve): 471 to lieutenant; 871 to lieutenant (junior grade) and 121 to commissioned warrant officer.

Regular Navy: 229 to lieutenant, 204 to lieutenant (junior grade) and 470 to commissioned warrant officer.

Nurse Corps (Naval Reserve): 604 to lieutenant; (Regular Navy): 414 to lieutenant.

30 days and then destroyed, with no report necessary.

No. 249—Directs all Navy and Coast Guard vessels, Armed Guard details, Navy and Coast Guard shore stations and establishments (including area ammunition dumps), and all Marine Corps shore stations and organizations having on hand ammunition property of Navy to submit as of 29 Sept 1945 a complete inventory of ammunition, explosives and accessory items.

No. 250—States some items of wearing apparel difficult to get in civilian market and suggests that persons being discharged procure reasonable quantity of underwear, work clothing, handkerchiefs, shoes, and other items obtainable in small stores and which may be worn as civilian clothing.

No. 251—States that NavAcadPrepScol, Bainbridge, Md. exempted from prohibition of enlisted reservists and inductees attending certain schools, and that enlisted Navy, Coast Guard and Marine Corps reservists and inductees on congressional appointments, competing for presidential or SecNav appointments or selected under Navy competitive quota are eligible for transfer to this school under existing instructions.

No. 252—Cancels Alnavs 196, 200, 205, 210, 213 and 222-45 on demobilization plan, and gives current rules for release under point system. See p. 66.

No. 253—States that enlisted personnel of Naval Reserve eligible for discharge or release from active duty who have household effects to be transferred under BuSandA Manual, Section 18-7, are to have prepared for them by authority directing transfer for discharge or release to inactive duty individual orders in accordance with BuPers Manual, Art. D-7001-7, containing statement: "Upon discharge from the service or release from active duty (as the case may be) you will, when directed by the Commanding Officer of the Separation Center, proceed home". Home of record defined in BuSandA Manual, Art. 1870 (3C).

No. 254—States that officers issued orders in connection with release from active duty are not entitled to advance pay provided by Navy Regs, Art. 1802 and that aviators being separated are not to be assigned duty involving flying enroute to or at separation activities.

No. 255—Concerns period of duty for aviation cadets. See p. 73.

No. 256—Concerns accumulated leave for officers requesting retention on active duty for purposes of transferring to regular Navy.

No. 257—Concerns maintaining security by personnel separated from service. See p. 69.

No. 258—Cancels applications submitted under MarCorps Ltrs. of Inst. Nos. 810, 860 and Alnav 105-45 (NDB, 31 May, 45-539) dealing with flight training and states Marine Corps personnel being held pending assignment are released for other duties. New instructions for applications for flight training will be issued.

No. 259—Deals with procedure for accounting and shipping of material and services.

No. 260—Changes Navy Regs, Art. 2040 dealing with handling of publications by vessels and shore stations being placed out of commission, out of commission in reserve or out of service in reserve.

No. 261—States that men being discharged should be urged to enlist or reenlist in USN, and that to maintain continuous active service, present permanent rating and entitlement to reenlistment allowance they must enlist or reenlist within three months of date of discharge.

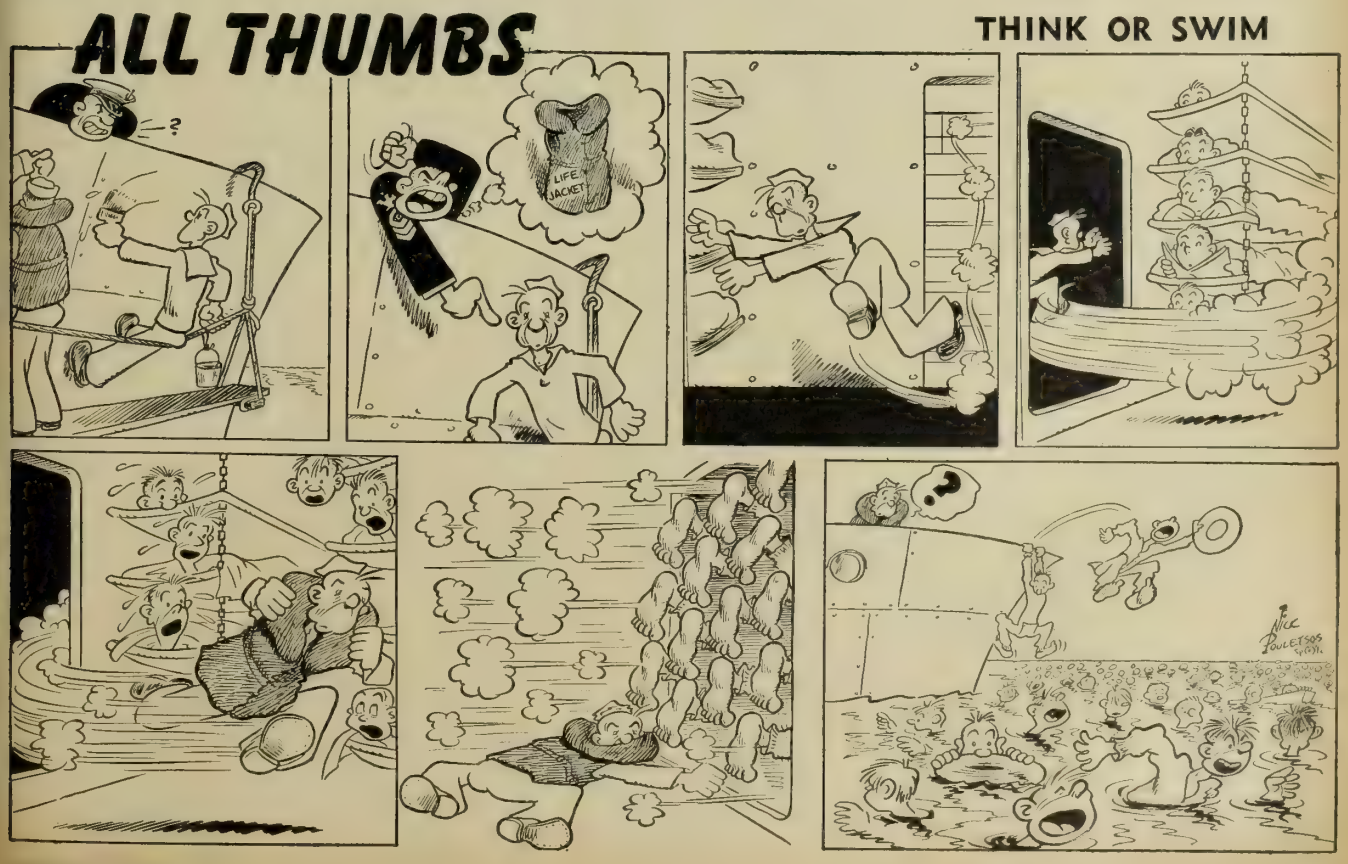
No. 262—Directs civil readjustment officers to provide personnel being separated from service with information on veterans rights and benefits.

No. 263—Gives civil readjustment information and describes steps in the separation process.

No. 264—Directs that all personnel who have received decorations from foreign government, and who have not reported them to BuPers (except those who received their awards from BuPers), to make report without delay giving: name of award, degree if any, country making award and approximate date of presentation.

No. 265—Announces course in industrial engineering and management engineering. See p. 75.

No. 266—Discontinues immediately class four commercial air priorities; class one, two and three air priorities on commercial domestic lines on 15 Sept; class "P" priorities on 15 Oct; states that class one, two, three and four priorities on KLM, Royal Dutch Airlines, Express Aero Inter-Americano and Pan American south from US to Central and South America and north from US to Alaska discontinued on 15 Sept.



FANTAIL FORUM

QUESTION: If a plane were attacking a ship, which would you rather be aboard, the plane that's attacking or the ship being attacked?

Franklin W. Liberto, RM2c, Baltimore, Md.: "I'd sooner be on the ship that's being attacked. You've got far more firepower on your side. The plane really doesn't stand much of a chance. I saw too many of 'em knocked down. And that's another thing: When the ship's gunners hit a plane, it's usually curtains for the plane; but when the plane's gunners hit the ship it doesn't necessarily mean the end of the ship nor the finish of anybody aboard it."

Eugene J. Holm, GM2c, Tracy, Minn.: "Do you mean ONE plane against ONE ship? Mac, I wouldn't give a nickel for a plane's chances against one of our ships. We've got the best dam' equipment and the best dam' gunners in the whole world. 'Course, if a whole flock of planes concentrate on one lone ship, they can do some damage—maybe even sink her—but most of 'em will be shot down doing it . . . and shot down for keeps . . . while most of the fellows on the ship'll come out all right even if she goes down."

Ellsworth E. Stephenson, GM1c, Portsmouth, Va.: "Gimme the ship. Why? That's simple: a fellow can swim, but he can't fly. What I mean is that if the plane is shot out from under you, where the hell are you? But if the ship is shot out from under you, you still got the chance of swimming. Anyway, chances of the ship getting hit bad enough to sink her are very slight."

Walter C. Kassow, FC2c, Sauk Rapids, Minn.: "The plane doesn't have a ghost of a chance. If that fellow gets in our range, he's done for. Most ships have entirely too much firepower. The 20s and 40s and five-inchers put up a wall of steel and nothing can get through, except by luck. The ship has all the best of it because there's a whole lot more stuff going up than there is coming down."

Randolph S. Gray, Y1c, Elkins, W. Va.: "That's not an easy question to answer. Neither guy . . . the one in the plane or the one on the ship . . . has what you'd call a rosy future for the next few minutes, at least. If you're in the plane, you might give it to a lot of guys, and then finally get it yourself; and, vice versa. Of course, when you come right down to it, I guess the plane doesn't stand a chance."

George W. Smith, Cox., Cumberland, Md.: "The ship . . . that's a cinch. With the equipment and the armor that our ships have today it's almost impossible for any one plane to damage a ship so badly that it can't stay afloat. Those kamikazers, of course, were an awful headache, but far more of 'em got shot down than ever hit our ships; and practically every one of the ships that got hit was still able to stay in the fight . . . only a few went down."

Bill F. Robbins, GM2c, Cambridge, Md.: "My answer's gonna be prejudiced. Can't you see . . . I'm a gunner on a ship and so what do you think my answer's gonna be? Naturally, I'm gonna pick the ship. I'm mighty proud of the record my gun crew piled up against planes. Personally, I don't see how any plane ever got through the flak our ships pitch up there."

Robert G. Worthington, AOM2c, Washington, D. C.: "Perhaps at the start of the war the plane had an edge. But American ingenuity really developed a terrific defense against air attacks as the war progressed and at the end enemy planes stood very little chance against our ship's gunners. Our equipment was almost incredibly accurate, our technique was smothering and our gunners were expertly trained and almost inhumanly cool under attack. I'd take the ship. You'd be safer in most cases."

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs. It therefore cannot always fully record achievements of units or individuals, and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin; followed by the initials "cum. ed," they refer to the cumulative edition of 31 Dec. 1943, which superseded all semi-monthly issues through that date; by "Jan.-July" or "July-Dec.," to the collated volumes for those six-month periods of 1944, containing all 1944 letters still in effect at the end of each of the two periods.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB., cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly.

Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S Marine Corps, on the present basis of four copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

At ship's stores and ship's service stores where unit packaging plan for magazines is in effect, ALL HANDS is on sale to naval personnel at 15c per copy as indicated on the cover of those issues.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

ROLLIN' HOME

A STRONG NAVY
GUARANTEES PEACE
NAVY DAY
27 October 1945

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

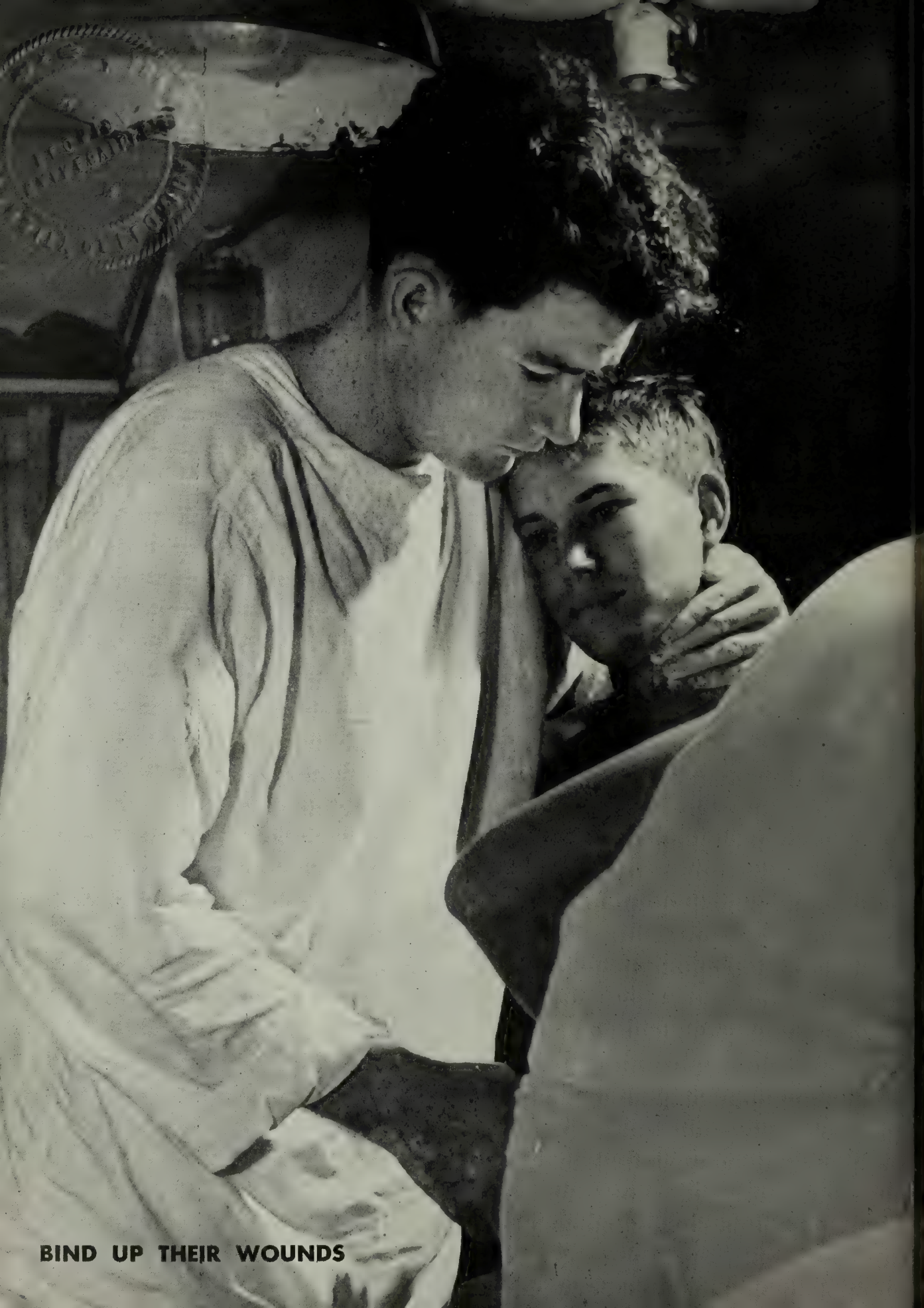
NAVPERS-O

NOVEMBER 1945

This magazine is intended for 10 readers. All should see it as soon as possible.

PASS THIS COPY ALONG

HOME AHOY!



BIND UP THEIR WOUNDS

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NOVEMBER 1945 NAVPERS-O NUMBER 344

VICE ADMIRAL LOUIS E. DENFELD, USN
The Chief of Naval Personnel
REAR ADMIRAL WILLIAM M. FECHTELER, USN
The Assistant Chief of Naval Personnel

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• FRONT COVER: Men and ships are headed for home as the Navy's demobilization program gets well under way. Here white uniformed sailors stand under the mighty guns of the USS Wisconsin homeward bound with units of the Third Fleet off San Francisco.

• AT LEFT: The work of the healers continues long after the shooting is over. Here hospital corpsmen are caring for the wounds of an Army private aboard the hospital ship USS Solace. This is one of the 100 best pictures of the war taken by Navy, Marine Corps and Coast Guard photographers and selected by Capt. Edward Steichen, USNR, Director of Combat Photography.

• INSIDE BACK COVER: Flying over a screen of clouds, more than 50 carrier based planes pass Mt. Fujiyama on one of the last bombing missions to Tokyo. This is another of the Navy's 100 best war pictures.

CREDITS: Front cover, photograph from Press Association, Inc.; at left and inside back cover, Official U. S. Navy photographs. On pp. 40-41, top, lower right, Press Association; lower left, Acme; lower center, Official U. S. Navy photograph.

PASS THIS COPY ALONG

IT IS FOR 10 READERS

SHIPS IN MOTHBALLS

New Storage Methods Assure Long Life For Inactive Units of Peacetime Fleet

"SHIPS in mothballs"—a few months hence that will be our peacetime reserve fleet, preserved and stowed away for future use should the need ever again arise.

Instead of mothballs, however, the Navy is using more appropriate protectives such as "dehumidification," "rust preventive compound," "hot plastic paint" and "plastic stripable film."

Techniques for sealing up huge warships for a period of years against the ravages of moisture, rust and corrosion have been under development at the Philadelphia Navy Yard, one of the Navy's principal testing and experimental stations for the preservation process. These methods—now ready for mass application to ships returning from war and heading for inactive duty—are being taught as a two weeks' course at two special ship preservation schools at Philadelphia and San Diego.

Candidates for the reserve fleet must pass a form of physical examination before undergoing the long careful process of preservation. Each unit will be studied carefully by a Board of Inspection and Survey to determine whether the ship is worth preserving for the reserve fleet, and then the Board will make recommendations to the Chief of Naval Operations for final action.

In a statement on 18 October 1945 before the Senate Naval Affairs Committeee, Admiral Frederick J. Horne, USN, Vice Chief of Naval Operations, said that the schedule for laying up ships has been worked out to provide maximum speed compatible with our remaining commitments in the Pacific, the facilities for berthing our reserve fleet and those ships to be disposed of, the needs of the Naval Transportation Service, and the size and content of the postwar fleets.

Exclusive of the 1,670 fully commissioned ships and about 2,300 ships in reduced commission in the postwar Navy, Admiral Horne said it was expected that about 687 ships will be decommissioned for disposal, and 194 placed in reserve by 31 Dec 1945. An additional 1,533 ships will be decommissioned for disposal and 700 placed in reserve between 31 Dec 1945 and 30 Mar 1946, and between 31 Mar and 30 June, 1,560 ships will be decommissioned and over 500 ships placed in reserve. The remainder of the schedule, he said, will see 1,604 ships decommissioned and 482 placed in reserve between 30 June 1946 and 1 Sept 1946.

The first major combatant ship to be placed in a preserved status is the light cruiser, USS *Brooklyn*, now undergoing the process at the Philadelphia Navy Yard. Built in the mid 1930s, the *Brooklyn* is middle-aged as cruiser design stands now, but her war record and sound construction make her well worth the effort it will take to prepare her for a reserve fleet berth.

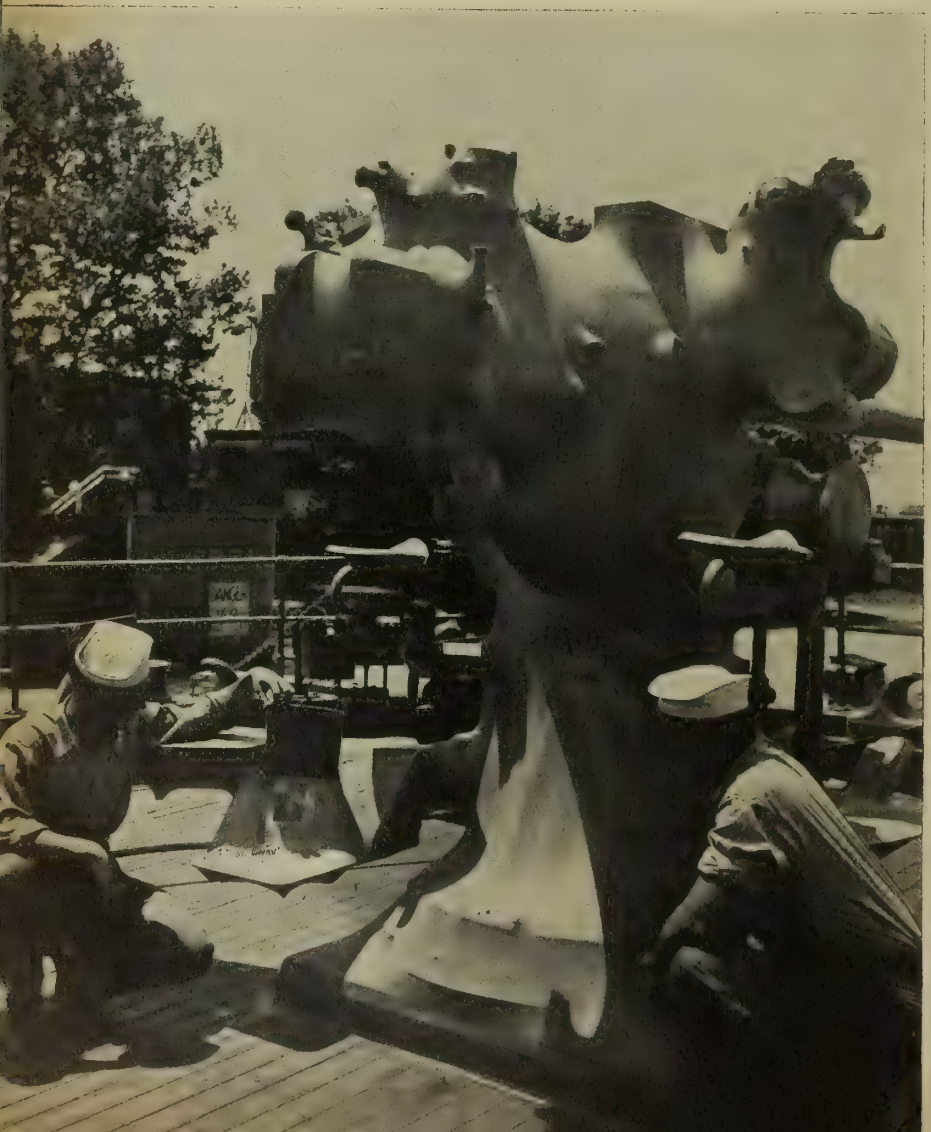
Probably the first battleship to be placed in reserve will be the USS *California*. The general plan calls for excess submarines to go into reserve first, and several have arrived at Mare Island for processing. Older battleships and cruisers will be next on the list, followed by destroyer escorts and other small combat vessels. It is expected that at least one of each type of amphibious craft will be kept in reserve.

How the Process Works

The preservation process which the *Brooklyn* is undergoing now at the Philadelphia Yard will be carried out in a similar manner aboard all ships of the reserve fleet. To give an idea of what ships headed for the reserve fleet can expect, here is the way the new preservation process is being carried out on the *Brooklyn*.

Shortly after the *Brooklyn* put into the yard, as a preliminary step all perishable stores were removed, all other equipment checked over and restored, and the ship's table of allowances filled as completely as practicable, so that the ship will be ready for quick commissioning when needed. Then she was given a thorough cleaning to remove every vestige of dirt, rust and corrosion from metal surfaces.

In later steps, each compartment is made watertight, and leaks in hatches, doors and seams located by air tests to insure against admitting any water vapor after the compartment has been sealed. Everything in the compartment is left in its proper place except batteries (which deteriorate) and combustibles. All corrodible metal surfaces are next treated with a thin film of rust preventive compound. About 10 gallons of this wax-like compound at 75 cents per gallon will care for an average ship. The coating pre-



PRESERVED guns are rust-proofed and covered with watertight jackets.

vents oxidation but has no effect on readiness for operation of the machinery. Motors, pumps, and engines can be operated instantly without removing the film, unlike formerly used preventives which were cumbersome and time-consuming to remove. Finally all openings in the compartments—doors, vents and valves—are sealed tight and machinery which will dehumidify each compartment is put into operation.

Topside, all removable material such as 20-mm. and 40-mm. gun barrels, navigation equipment and rubber hoses, is taken below and stored in a dehumidified space. Topside equipment not removable such as guns, davits and directors, is first treated with a thin coat of rust preventive and then covered with an airtight casing. This casing may either be a metal cover which will be sealed to the deck, or it may be woven by means of a spray gun, which after five applications creates a moisture-vapor proof package. Finally aluminum paint is applied to eliminate breathing caused by temperature change.

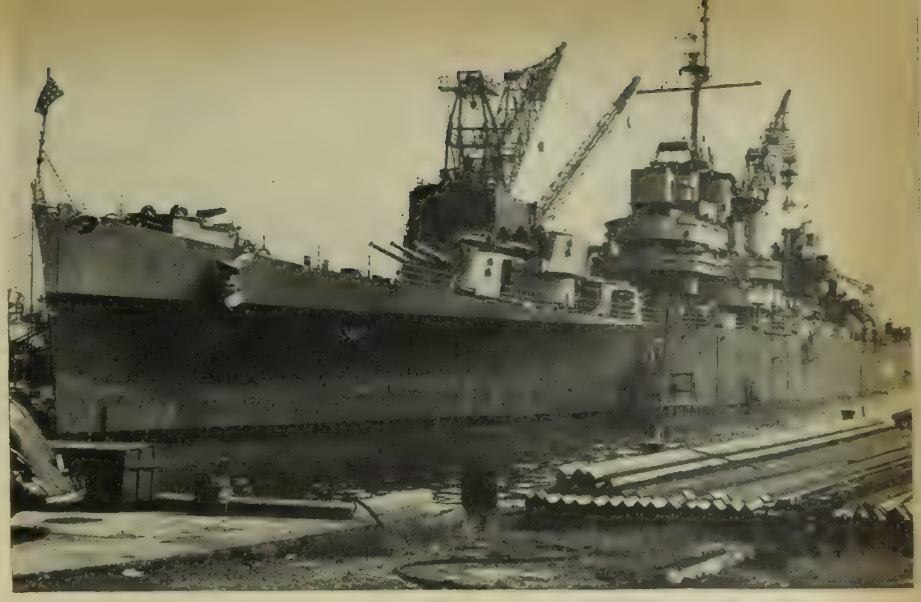
In order to protect the outer skin of the *Brooklyn* and other reserve fleet ships in berthing areas, a poisonous hot plastic paint is applied to the ship's hull, which will kill barnacles or any other life that attempts to cling to the ship's bottom. The new plastic paint will quadruple the time out of drydock for active fleet ships, and will protect the hulls of inactive ships for about five years in salt water, and for more than 15 years in fresh water. Liberal quantities of paint will be applied topside and the decks will be thoroughly scrubbed.

Controlling Humidity

Since humidity is one of the big factors in deterioration, dehumidification processes play a major role in ship preservation methods, and dehumidification machines are brought aboard and put into operation as soon as the preliminary work described above is completed. It has been found that on ships of steel construction all shipboard materials will keep indefinitely without deterioration or corrosion provided the humidity is not allowed to exceed 25 to 30 per cent. The standard for wooden vessels, established by tests at Philadelphia in Admiral Byrd's Antarctic ship, the *North Star*, is 45 to 50 per cent.

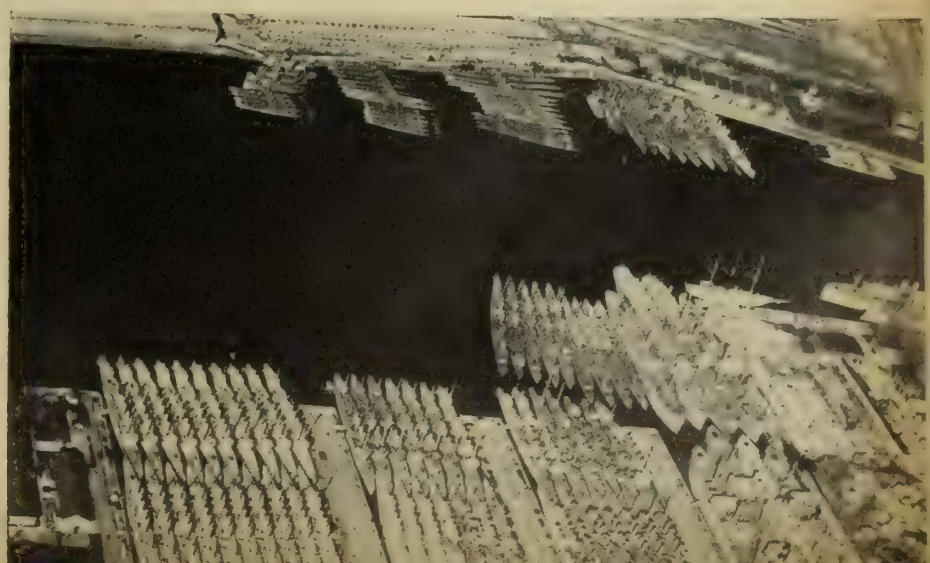
Two types of dehumidification processes, static and dynamic, will be used aboard the *Brooklyn* and her sister reserve ships. The static method of dehumidification involves the use of a desiccant, or drying agent, containing silica gel or activated alumina, which will remove moisture from the air. Portions of the *Brooklyn's* interior where there is no flow of air, such as voids and peak tanks, will be dehumidified by the static method.

The dynamic method involves the use of a dehumidification machine in all compartments where air can be circulated by means of a machine. Humid air is sucked in through the machine, passed over silicate gel, and is blown out as dry air. This process continues to operate until the silica gel has absorbed all moisture within its capacity. Then the machinery reactivates the gel



FIRST CANDIDATE for preservation among major combatant vessels is the cruiser, USS Brooklyn, shown at her berth in the Philadelphia Navy Yard.

BONEYARD BOUND are these old warships. Newer surplus ships will be kept in reserve in berthing areas like that shown below from World War I.



PT POSTWAR HOME may be under a canvas cover, as shown above, or in a sealed wooden shed ashore. Vital parts will be given protective coatings.

by expelling the moisture through heating.

Practically the entire interior of the ship can be served by a single dehumidification machine, entirely automatic in its operation. These machines cost approximately $1,500 and no more than six are needed for a large vessel. A soon as they are placed aboard, the crew connects them to the ship's ventilating or fire main systems. In effect, the machines cause the vessel to breath, inhaling dry air into compartments and expelling moist air. The desiccant in the machine absorbs the moisture.

The material topside which has been treated with rust preventive and encased can be dehumidified either by the use of the static method, by placing a desiccant or drying agent inside the casing, or by the dynamic method by duct connection with the dehumidification machinery located below.

Humidstats in each of the ship's dehumidification zones will indicate the relative humidity of the compartments and set the machinery in motion when needed. In some instances it may require several weeks to bring the humidity down to the required level, owing to the large quantity of moisture which is commonly present in paint, cloth, seat cushions and like materials.

The process of getting a ship like the *Brooklyn* into complete preservation will probably take from six to eight months, but prospects are that the process will be speeded up when skills are further perfected. During the preservation process a full peacetime crew will be required aboard to handle the details of preservation which, in the case of the *Brooklyn*, means a complement of 39 officers and 677 enlisted men. Other ships will carry whatever their peacetime complement calls for. When the preservation is complete, crews will be reduced to skeleton size. In the case of the *Brooklyn* it will mean approximately five officers and 59 men.

Maintenance and inspection will be the regular daily routine for the skeleton crews aboard the reserve fleet ships. They will keep a close check on all humidistats and preservation machinery to see that they remain in efficient working order during the time the ship is sealed. All compartments will be inspected periodically to see whether the contents are being maintained in a perfect state of preservation. Barring failure of dehumidification equipment, a piece of polished brass, which in regular air would corrode over night, can be expected to maintain high gloss for 10 to 15 years.

Will Not Slow Demobilization

This preservation program for ships slated for the reserve fleet will not hamper the Navy's over-all demobilization plan. Vice Admiral Edward L. Cochrane, Chief of BuShips, whose job it will be to place the reserve fleet in preservation, is confident that the Bureau will be able to put more than 1,000 major ships and several thousand smaller vessel into a decommissioned reserve status without delaying demobilization. By slowing the pace and using smaller overhaul crews, including civilian navy yard workers, the program can go forward as planned without affecting the release of men from the Navy, Admiral Cochrane said.

The particular reserve classification of any vessel will determine the speed with which she will return to duty. Ships, classed "in commission in reserve" will be preserved in such a fashion that they may be readied for duty within 10 days. Ships in reserve belonging either to "out of commission" or "out of service" classifications will have a 30-day period in which to return to operating condition. According to Admiral Cochrane, present preservation methods would enable the entire reserve fleet to become operational in 30 days, at a cost of only one tenth of one percent of the cost of the ships.

BuShips has an appropriation of $20,000,000 to prepare the physical facilities for preservation of the inactive fleet. Once the ships are tied up and "sealed" it is estimated that about 2,500 officers and 24,000 enlisted men will be needed for inspection and maintenance. The average expense for sealing a combatant ship will run around $10,000, and the maintenance program for the reserve fleet thereafter, exclusive of the pay of personnel, will cost approximately $4,000,000 per year.

Fifteen permanent berthing areas for inactive vessels of the reserve fleet have already been approved, including five on the West Coast and 10 on the East Coast. Although figures given are subject to change, this is the approximate manner in which these berthing areas will be utilized, with the number of ships each berth can accommodate:

- West Coast: Bremerton, Wash. (Navy Yard and Sinclair Inlet), 30 major combatant ships and 27 auxiliaries; Todd Pacific Shipyard, Tacoma, Wash., 30 major combatant ships and 2 district craft; Tongue Point, Astoria, Ore., 259 landing craft and 253 auxiliaries, patrol vessels and district craft; Mare Island Navy Yard, 60 submarines and 6 auxiliaries and district craft; San Diego Repair Base, 195 major combatant ships and 68 auxiliaries and district craft.
- East Coast: Navy Yard Annex, South Boston, 19 major combatant ships and 3 auxiliaries and district craft; Submarine Base, New London, 50 submarines and 4 auxiliaries and district craft; Shipyard of Newport News Shipbuilding & Drydock Company, 5 major combatant ships and 2 district craft; Southgate Terminal, Navy Yard, Norfolk, 16 auxiliaries; Destroyer Escort Piers, NOB, Norfolk, 15 major combatant ships and 1 auxiliary; Reserve Basin, Navy Yard, Philadelphia, 23 major combatant ships and 16 auxiliaries and district craft; Navy Yard, Charleston, 92 major combatant ships and 8 auxiliaries and district craft; Green Cove Springs, Fla., 228

Navy Recommendatio

	PRE-W
BB	18
CV	8
CVE	0
CA-CB	18
CL	28
DD	144
DE	0
SUB	56

major combatant ships and 346 landing craft and 178 auxiliaries, patrol vessels and district craft; Supply Depot, Bayonne, N. J., 16 major combatant ships; Orange, Tex., Sabine River including Consolidated Steel Shipyard, 5 landing craft and 155 auxiliaries and district craft.

The Navy's entire fleet reserve plan, including the preservation and dehumidification processes, is a result of experience prior to World War II when delays in recommissioning ships revealed deficiencies in the policies and organization for insuring readiness of ships out of commission.

Earlier Methods Different

Prior to World War I all naval vessels in the inactive status were maintained in a condition of immediate readiness for service under the fleet organization, and skeleton crews were assigned to each ship. After World War I, however, there developed a lack of appreciation of the importance of readiness of ships for future service because of the scrapping program which resulted from tonnage limitation treaties. Ships retired from active service but retained for future use in an inactive status were under an organization which did not have adequate personnel and facilities for inspection and administration. Moreover, methods of preservation in use at that time did not provide for any adequate degree of readiness for service. Ships were stripped of all stores and spare parts, machinery was completely dismantled and left in an open condition with heavy grease applied. Painting and scraping were done but not with sufficient regularity or in sufficient quantity. As a result when such ships as remained were returned to active service for World War II, it required an excessive length of time, in many cases up to six months, to put them into operating condition.

This, then, was the situation that faced naval officers who were charged with the job of maintaining a fleet reserve after World War II. Two major obstacles had to be overcome before any progress in ship maintenance could be made. First, adequate methods of preserving ships to meet complete readiness had to be developed, and, secondly, some revision had to be made in the continued cost of preservation which heretofore had been a large item in the budget.

Rolling up their sleeves, these men went to work, spending long hours in the Philadelphia Navy Yard's Industrial Test Laboratory, conducting preservation and dehumidification tests and experiments aboard the old catapult lighter, the AVC-1, and the *North Star*. The techniques they developed are those which will make the 30-day readiness of the fleet reserves a reality, and will aid materially in accelerating the demobilization of both ships and personnel.

Ships in the fleet reserve will be as much a part of the whole fleet as those in active status. There will be a Commander, Reserve Fleet, Atlantic; Commander, Reserve Fleet, Pacific; Group Commanders for all ships at any one berthing point and commanding officers for ships in commission in reserve.

Reserve Fleet Organization

The organization calls for divisional grouping, with a division composed of not less than one ship in commission in reserve and others out of commission. The division commander not only will be commanding officer of those ships in commission, but will be responsible also for the ship or ships in commission in reserve within his division. It is indicated that it will be the policy of the Chief of Naval Operations to interchange vessels of the same type between active and inactive status and test material readiness to transfer vessels from one state to another.

That's the picture of the preservation and organization process of the reserve fleet, one of the important phases of the Navy's over-all postwar fleet plan. The Congress has under consideration a proposal for a postwar fleet of 6,084 ships, including 1,079 combatant vessels.

Approximately 30 percent of the whole will constitute the active fleet, backed by a "ready reserve" of 10 percent with the remaining 60 percent in the inactive reserve. Ships not actually slated for either the active or reserve fleet will be disposed of through the War Shipping Administration which will handle the sale of such ships, be placed in the Maritime Commission reserve fleet, or scrapped. Some ships, still serviceable but too old to warrant keeping them in the fleet, will be sold to smaller nations for use at sea, while some of the newer unfinished craft will be kept in the reserve fleet.

The importance of maintaining a reserve fleet in the best possible state of preservation is borne out in a statement by Secretary of the Navy James V. Forrestal in which he said: "If world conditions deteriorated so that the reserve vessels must be called to active duty, the Nation would have a Navy as big as our wartime aggregation of power. Between these two extremes, a prewar fleet and a wartime fleet, the Nation should be able to vary its strength from time to time as world conditions require."

The untiring efforts of Navy engineers, chemists and planners have made the preservation of this fleet reserve possible. Throughout the entire war, while the Navy was fighting in both the Atlantic and Pacific, and taking battle losses in ships and men, these technicians were working day and night to lick an enemy dangerous to our fleet in peacetime as well as wartime. That enemy was deterioration, an enemy that can reduce a fighting ship to a worthless hulk in a surprisingly short period of time. Deterioration has been licked. As a result the United States will have, in its reserve fleet, that margin of safety it needs to maintain its position as the world's greatest naval power.

WATERTIGHT coverings protect the reserve fleet's guns. Each gun gets five sprayings of liquid webbing and one final coat of aluminum paint.

For Peacetime Fleet

PRESENT	ACTIVE & READY RESERVE	LAID-UP RESERVE	EXCESS
24	11	7	6
40	15	22	3
79	21	58	x
36	20	14	2
57	29	19	9
450	176	191	83
359	40	256	63
263	90	110	63

MARINE INVASIONS are triple-phased. Attack craft carry the first wave ashore (Peleliu), men inch up the enemy beach (Iwo), and supplies are brought in to support the advance (Peleliu).

Official U. S. Marine Corps photographs

'. . . SITUATION WELL IN HAND'

Marine Corps Rounds Out 170th Year With Brilliant Record in Pacific War

HAPPY BIRTHDAY—10 Nov 1941.

It has been 166 years since the founding of the United States Marine Corps by the First Continental Congress in 1775. Marine units stateside and in lonely places all over the world are observing the anniversary.

In Shanghai, China, on the frontier of the new war about to detonate with Jap bombs on Pearl Harbor, is the Fourth Marine Regiment, sent to China in 1937 as the result of the Japanese "incidents" in the American quarter of the city. Already the Fourth has crossed bayonets with the enemy which is ruthlessly rolling its Greater East Asia Co-Prosperity Sphere across the map of China.

Many Americans have fled Shanghai, but those who are left crowd the grandstand of the American School athletic field to help the Fourth celebrate the Marine Corps birthday. While they do not know their destiny, they know there is trouble ahead. But that is what they are there for, and they do not let it dampen their celebration.

First, "colors" and a few short addresses . . . then the regimental field meet, with a ricksha race and a potato race, a Chinese wheelbarrow race and a greased pig catch, and all the shouting and excitement that go with them . . . the Marine Hymn and the National Anthem . . . then the enlisted men don their blues for a gala party at the Marine club, while at the Officers' club a formal tea is served. . . .

Brig. Gen. Samuel L. Howard, then a colonel commanding the regiment, and other men of the Fourth who later lived through Bataan, Corregidor, the Death March and the four years of Jap beatings remember that anniversary well.

And all the men of the Marine Corps—regular or reserve, rugged battle-worn veteran or greenest rookie—know well the milestones in Marine history since that nervous day in 1941, for the milestones are drenched with blood and wreathed with honor. Just 17 days after that anniversary celebrations, the Fourth Marine Regiment embarked aboard the liners *President Madison* and *President Harrison* in Shanghai harbor, to carve its niche in glory on Corregidor.

Happy birthday—10 Nov 1945.

The Marines are back in Asia—back for the first peacetime anniversary since Bataan. And the Fourth Marine Regiment—a new Fourth, but with the same old spirit—is the first into Japan as the old Fourth was the first against Japan.

Between the two anniversaries—the 166th and the 170th—are four years of fighting on beaches, in jungles, on atolls, in the skies and on the seas—fighting for which the U. S. Marine Corps will be forever and justly proud.

Through the story of the war in the Pacific runs a thread of Marine scarlet-and-gold, a tiny fiber in the beginning as far-flung detachments doggedly fought a rear-guard action to give the nation time to prepare for a war it hadn't realized was so potentially catastrophic. As the war years progressed, the thread became an inexorably strong cord, and then a band of steel closing upon the enemy until his ambitions of empire were throttled. Along that bright, ever-growing strand appear the knots of violent, major actions—Guadalcanal, Bougainville, Peleliu—marking the Marine Corps' three wartime anniversaries, and the scores of incidents and battles which crowd between to weave the record of the Corps into the history of World War II.

At Pearl Harbor

The Marine Corps began to fight in this war from the moment the first Japanese plane zoomed over Pearl Harbor. Detachments stationed at Pearl did what they could in the defense against the Japs' sneak attack. At Wake Island, at Guam and in the Philippines the Marines fought back against the swarming, crowding enemy as the war exploded across the Pacific.

The Marines fought bravely in those early, violent days, but the tide of enemy force could not be stemmed for long. The Japanese stormed the beaches of Guam and Guam fell 10 December. Wake Island capitulated 23 December, the symbol of heroic resistance in the Pacific. In the Philippines the Fourth Marine Regiment, reinforced with Leathernecks from Philippine garrisons, fought beside Army troops and bluejackets. But the Philippine Islands, cut off from supplies and naval and air transport, were lost finally with the fall of Corregidor 6 May 1942.

It seemed that the Japs were victorious everywhere during those black days of early 1942. Their troops had struck through to the Malay States, into Indo China, the Netherlands East Indies, New Guinea and into the Solomon Islands.

Then the Japs paused for a breather, and that pause was long enough for the United States fleet to sweep into action. Marine detachments aboard ships of the fleet participated in the five-day action which succeeded in checking the Japanese advance to the south which was threatening Australia and New Zealand. That first major strategic defeat for Japan was the Battle of the Coral Sea.

A month later, in June, came the Battle of Midway Island. Once more the Marines were on hand, flying planes, manning ships' guns and helping to dish out one of the greatest defeats ever handed to the Japanese navy. Marine fighters were with the planes which met the airforce from a large Japanese armada heading for Midway on 3 June. U. S. dive bombers attacked the Jap fleet. By 7 June, the Japs were routed and the surviving ships limped away, leaving a shambles of sunken aircraft carriers, cruisers and transports, of downed and sunken planes.

The Battle of Midway Island was the Japs' last bid for naval dominance of the Central Pacific. Japan's navy never regained the initiative. Co-Prosperity never reached Pearl Harbor, the Panama Canal, the West Coast of the United States.

COMBAT ART (see pp. 8-11 also) by Sergeant John R. McDermott, USMC.

The Marine Corps first World War II birthday was mixed up with fierce fighting. By then the first U. S. land offensive was well underway, and the Marines had launched it. On 7 August a few thousand Leathernecks, grossly outnumbered and unexperienced in combat, had gone into the jungles of the Solomon Islands to halt the Japanese advance. Meanwhile, as the world watched tensely, units of Marines seized Tulagi, Gavutu and Tanambogo Islands, and battled to hold Guadalcanal and its "Patch of Destiny"—Henderson Field.

On 10 Nov 1942, "Guadal" still was far from secure—the Marines had little time for celebrating the 167th birthday of the Corps.

Along with Guadalcanal, Tulagi, Gavutu and Tanambogo—queer, primitive names—the folks at home had been reading in the newspapers of the battles of the Matanikau, the Tenaru river and bloody Lunga ridge. With the place names went names of men—names like Vandegrift and Basilone and Edson who won Medals of Honor for their work in the jungle, while other Leathernecks like Foss and Smith and Swett battled the Japanese in the skies.

The Hard Way to Tokyo

Guadalcanal, the naval engagement now officially known as the Battle of Guadalcanal, the Savo Island naval actions, the tough campaign in the Solomons—all showed what a long, torturous way the Road to Tokyo was. But while the miles went by slowly, that year following the 167th anniversary saw great strides in numbers of men and planes, in equipment and amphibious know-how which the Marines were acquiring. Dozens of defeats were handed to the Japs on the land, in the air above the jungles, and on the sea.

The 168th birthday didn't get much attention either—from the Marines who were deep in the mud of Piva trail on Bougainville.

Early in the morning of 1 Nov 1943, the Third Marine Division reinforced with Marine Raiders had gone ashore at Empress Augusta Bay on the west coast of Bougainville. This time, the Japs who were concentrated on the south end of the island to resist complete invasion got a surprise.

The Marines merely grabbed off what they needed—a perimeter big enough for an airbase from which air power could carry out the neutralizing action. Then they stopped, establishing a defensive semicircle. The Bougainville perimeter was a ring of red-hot action, but the Marines held their ground firmly until the Army manned the permanent defensive line. Then Allied air power in the Solomons converged on the three airfields carved out of the Bougainville jungle within the circle, and the sledgehammer air blows began with the help of Marine aviators like Boyington and Hanson. Not only the rest of Bougainville Island felt the neutralizing effect, out mighty Rabaul and southern New Ireland as well.

No celebration on Bougainville 10 Nov 1943. The Marines were busy and K rations didn't seem much like party bill-of-fare. At Washington, D. C., General (then Lt. Gen.) Thomas Holcomb, as Marine Corps Commandant, raised over the Nation's capitol the flag which the Marines had carried ashore at Guadalcanal. To General Holcomb, President Franklin D Roosevelt wrote:

". . . with the rest of the Nation, I can and do enjoy the significance of this ceremony which will honor the Marine Corps on its 168th anniversary. Even now the Corps, which never rests on its laurels, is busy attending the baptism of more battle flags, on the road to Tokyo . . ."

President Roosevelt was speaking not only of the Bougainville action, but of a far more bitter struggle he knew was to come 10 days later. On 20 Nov 1943 the Marines assaulted a tiny atoll in the Jap-held Gilbert Islands. The atoll was Tarawa. In the next three days the men of the Second Marine Division annihilated about 3,500 firmly-entrenched defenders of the two-mile-long coral sand strip called Betio Island. Those water-soaked Marines who stormed the airstrip island through complicated underwater entanglements and a hole-proof hail of interlacing fire were taking the first steps in the trans-Pacific march to the heart of Japan.

On 26 Dec 1943, after bombardment by ships and Liberator bombers, First Marine Division veterans of Guadalcanal landed on both sides of Cape Gloucester, fought up the Cape to meet Army forces which had landed at Arawe and sealed off a substantial area of western New Britain for Allied air fields.

FIRST BIG MARINE offensive of the war was landing on famed Guadalcanal, farthest Japanese land advance.

THE ROAD TO TOKYO was muddy in spots, one of which was this jungle section of the Bougainville front.

On 6 Mar 1944, units leapfrogged to Willaumez Peninsula to the east and captured Talasea airstrip for another Allied airbase.

A stand-up landing at Emirau on St. Matthias Island by the Fourth Marine Regiment shortly after forged the final link. Once-mighty Rabaul and Kavieng were fettered—cut off from supplies and communications and left strategically worthless to the Japs. This new Fourth Marine Regiment was formed from Marine Raider battalions and carried the colors of the regiment lost at Corregidor.

First Seizure of Jap Isles

Another type of neutralization had been demonstrated to the Japs two months before—first conquest of territory they held before Pearl Harbor. On 31 Jan 1944, Marines of the Fourth Division and the Army's Seventh Division teamed up for a landing on a small island guarding Kwajalein lagoon in the mid-Pacific Marshall Islands to set up bombardment artillery. The following day the Marines stormed Roi and Namur Islands, quickly overrunning them, while the Army assaulted Kwajalein naval base and airstrip. The Kwajalein job was done by 9 February. Eight days later the Marine-Army combination tackled Eniwetok Atoll. Despite fierce resistance, Engebi Island fell in four hours; Parry Island in ten more.

Now Eniwetok and Kwajalein quickly became U. S. airbases. The wings of U. S. air power spread over dozens of other small islands and atolls in the Marshalls, and the path of advance lay open to the west.

Next came the Marianas—Saipan, Guam, Tinian.

After American troops marched down the streets of Tokyo in September, the Japs said the conquest of Saipan had been the handwriting on the wall to them. Well within the inner defenses of the Japanese Empire, the Marianas gave us at once a major staging base for surface attack, and fields from which the mighty B-29s could take off on raids to reach into every factory, naval base, oil dump and ammunition depot in the Jap homeland.

While the Second and Fourth Marine Divisions, with the 27th Army Division, fought a costly battle among the ridges and caves of Saipan, the supporting naval task force and the Japanese navy staged the showdown the American admirals for months had been itching for. The Japs had hoped to catch the U. S. fleet with its guard down in the Marianas area, but Navy dive bombers and torpedo bombers found the enemy first. The shattering defeat administered then was the first Battle of the Philippine Sea.

Back on Saipan, the Marines broke the Jap resistance at Garapan and raced for the northern tip of the island. There they tried to persuade Japanese soldiers and civilians, convinced that surrender or capture meant death to them, from jumping from the cliffs to the rocks and water below.

Twelve days after the end of the Saipan campaign, the Third Marine Division and the First Provisional Marine Brigade went ashore at Guam. It was more than another island to be taken, for the Leathernecks had defended Guam against the invading Japs in the first days of the war. It was like re-taking a bit of America, and the Marines put their hearts and souls into it.

Tinian, taken in a swift cross-channel strike from Saipan by the Second and Fourth Divisions, concluded the entire Marianas action early in August, just seven weeks after it opened. A contrast with the Solomons operation which had dragged on for month after weary month, reverberations of the Marianas success were felt in Tokyo.

Peleliu was next—the Marines were there for their 169th birthday.

Needed along with Angaur in the Palaus as a base for neutralizing operations against the formidable chain of enemy bases in the Carolines,

Peleliu was one of the toughest fights ever experienced by the First Marine Division veterans of Guadalcanal and New Britain, although the Army had occupied Angaur at light cost. The Japs had spent years preparing Peleliu's defenses. Marines, and Army reinforcements who came in later, found some of the island's defenders shackled to their guns to make retreat impossible.

The terrain, studded with sharp ridges, required weeks of costly advance. On cave-pocked "Bloody Nose

GRIM-FACED CHAPLAIN holds services for Saipan's many dead, using freshly wrecked Jap tank as altar.

TWO MARINE PRIVATES throw a private inferno at strong Nip defenses blocking the way to Iwo heights.

OKINAWA turned out to be the Jap's last stand, and these Marine tommy gunners' last grueling battle.

LACEWORK of Marine ack-ack greets Jap night bombers over Okinawa. Corsairs are seen in foreground.

Ridge", Marine Corsairs made their shortest bombing run of the Pacific—less than a mile from the captured airstrip to the final stronghold of the Japs who had to be burned and blasted out one by one.

There was no time for birthday celebration at Peleliu. The 169th anniversary of the Marine Corps' founding came and went to the accompaniment of violence and death. Peleliu was secured on 28 Nov 1944.

Mission to Iwo

Next major assignment for the Marines was a very special job. Midway on the course of the B-29s from the Marianas to the enemy homeland lay the Volcano Islands, a painful thorn of enemy power. The bombing trip was dangerously long; from the Volcanos the Japanese could harass the giant bombers, flash warnings of their flights to the homeland and retaliate against the B-29 bases. One of the most heavily fortified positions in the world, the enemy threat in the Volcanos had to be removed.

For 72 hours before the Marines boarded their assault boats off Iwo Jima on 19 Feb 1945, that island was subjected to the greatest pounding received by any landing point in military history. The sea and air bombardment tore out huge pieces of the volcanic, five-mile-long island; it sent up geysers of smoke, flame and debris; it knocked masses of rock off Mount Suribachi. But it did not dislodge the Japs.

Three divisions of Marines—the Third, Fourth and Fifth—faced the withering fire of the Jap defenders. Up the steep black terraces they went; through the mazes of machine-gun nests, pillboxes, rifle pits, mine fields, tanktraps; up the side of Mount Suribachi to plant the Nation's colors; through a ghost land of barren rock and smoke; and on to the northern tip of Iwo Jima.

Iwo cost the Marine Corps more than 23,000 casualties, including 5,475 men who were killed in action or who died of wounds. Japanese dead on Iwo were estimated at 22,000. It was the toughest and costliest battle in the history of the Corps. When the battle ended, Fleet Admiral Chester W. Nimitz declared: "Among the Americans who served on Iwo Island, uncommon valor was a common virtue."

Only the Japanese can evaluate with exactness the role which the loss of Iwo Jima played in the final surrender of Japan, for Iwo was part of the Tokyo prefecture, under direct control of the Japanese high command. It gave the Allies a base just 760 miles from Tokyo, an emergency landing field which saved hundreds of crippled B-29s and their crews, airstrips for fighters to escort the B-29s, and brought an end to the harassing of the Marianas airfields.

With no breathing spell after the Iwo campaign, the Corps moved on to close in on the enemy in his death throes. Just 14 days after Iwo was taken, other Marines joined with the Army to land on Okinawa—325 miles, 90 minutes flying time—from Japan.

Compared with Iwo Jima, the first five days of the Okinawa campaign, which began at 0830 Easter Sunday, were as peaceful as Easter back home. Before that action ended on 21 June, the Marines had been through the most grueling fight in the Pacific, second only to Iwo Jima in Marine casualties.

The invasion was made 1 April on the west coast of the island by the Tenth Army, of which the Marine's Third Amphibious Corps was a part. The beaches were almost deserted; the First and Sixth Marine Divisions seized Yontan airfield from a few snipers; the Army divisions took the Katena fighter strip.

The lack of resistance did not last long, however. The Marines found ambush-studded, mountainous terrain, but secured the entire northern section of the island in record time. Then both divisions joined the Army to attack the strong enemy defenses

WAKE ISLAND, scene of gallant stand early in the war, is surrendered by Jap garrison, shown saluting here.

HAPPY SMILES greet radio reports that war is over. Some of listeners were in bitter Guadalcanal action.

stretched across the lower half of Okinawa—entrenchments the Americans dubbed the Pacific's Seigfried line.

Action on Okinawa

For days the Jap line was battered until finally the Leathernecks broke through near Naha, only to be halted at Sugar Loaf hill. Eleven times they assaulted Sugar Loaf before they were able to take and hold the strategic height. On 23 May the Sixth Marines waded across the Asato river to lead the drive into Naha; on 30 May they mopped up the Japs in the Okinawa capital.

While the ground action dragged on, Jap suicide planes by the dozen roared in to attack the naval support offshore, to sever the supply lines at any cost. Most went down before the guns of the fleet and Marine and Navy planes, but enough got through to carriers and other fleet units to cause tremendous loss in ships and personnel and provide the Navy its toughest battle of any campaign.

Ashore, the First Marines led the drive into Shuri to start disintegration of the Japanese line. Sixth Marines took Naha airdrome in an amphibious "end run" and Army troops and Marines drove down the center of the island, forcing the Japs down the Yaeju-Dake escarpment where they faced surrender or annihilation.

In the last five days of organized resistance on Okinawa, Marines who had fought the enemy all the way across the South Pacific were amazed to see Japs approaching Marine and Army lines waving surrender leaflets. Two atomic bombs on Japan climaxed the long, arduous job, but it took Okinawa to lay the groundwork for the inevitable result—Jap submission to total defeat.

For the Marines, victory at Okinawa was a fitting close to the war in the Pacific. They had launched the first offensive at Guadalcanal; they were still fighting four years later and 3,000 miles closer to Japan in the last major campaign of the war. Along that long road the Corps had suffered 79,226 casualties; 19,033 crosses marked the graves of Leathernecks who lost their lives.

The next Marine landing was the one they had been looking forward to a long time. Years before, in the mud and jungles below the equator, at times it had seemed an almost impossible thing.

But on 29 Aug 1945, the ready-for-anything men of the new Fourth Marine Regiment splashed ashore at the Yokosuka Naval Base near Tokyo, the first of the American occupation forces. A few days later, as the survivors of the "Old Fourth" were released from Japanese prison camps, they were welcomed in a formal review by the Marines who had carried their name to additional glory in the closing campaigns of the war. The garb of the freed men was nondescript, but somewhere on every man appeared a Marine emblem. They still belonged to the proud outfit which cheered in the grandstand and rollicked at the party that 10 Nov 1941 in Shanghai.

This year—10 Nov 1945, the 170th year since the Marine Corps took its place among the United States military forces—"happy birthday" to the Marines will mean something more than a polite and nearly-forgotten phrase.

It will be quiet, and they can hear the congratulations; it will be peaceful, and they can lay aside their arms. But it will be many birthdays before the Marines will forget the din and misery, the daring deeds and shining heroism of the four years since they stood forth desperately against the enemy at Wake and Bataan.

To the glorious pages of Tripoli, Montezuma, Chateau Thiery, Belleau Wood, have been added the blazing annals of Guadalcanal, Tarawa, Peleliu, Iwo Jima, Okinawa. Four years of war are behind; another victorious chapter has been added to the U. S. Marine Corps' history of brilliant service to the nation in time of need.

INFORMATION FOR DISCHARGEES

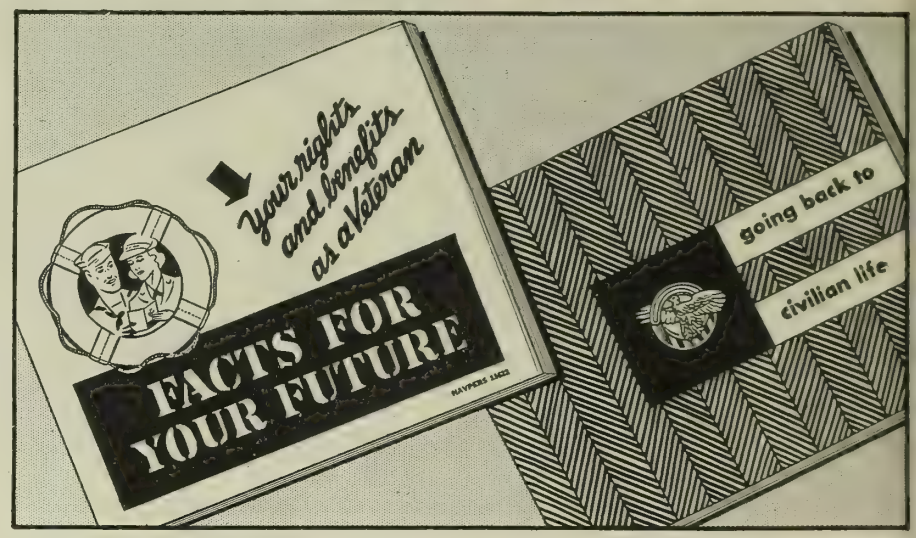
New Alnav Series Gives Civil Readjustment News To Future Navy Veterans

INFORMATION for Navy men about their veterans' rights and benefits and about the Navy's Civil Readjustment Program has recently been released to the service in a series of Alnavs.

Touching only the highlights but giving a quick "preview" and indicating how further information can be found, each Alnav takes up a subject of interest to the almost 3,000,000 Navy men and women who are now or soon will be on their way back to civilian life. For the convenience of all hands, these Alnavs are briefed below and on the opposite page.

In a previous Alnav which was issued the day after Japan's surrender, the Secretary of the Navy directed all COs to appoint immediately an officer for collateral duty as Civil Readjustment Information Officer to see that information on these subjects was made available to all naval personnel.

Additional sources of information will also be found in two booklets now being distributed to men and women of the Navy, Marine Corps and Coast Guard (see cut). The first booklet, "Facts for Your Future," briefs the various rights and benefits to which you may be entitled upon your release. Available to all hands *before* they go to a Separation Center, it covers such phases as the process of going home, the GI Bill of Rights, other veterans' benefits, the Navy's Civil Readjustment Program, and home state veterans' benefits.



BOOKLET at left, now available, gives brief preview of veterans' rights and benefits. One at right is given out at separation centers to dischargees.

The other booklet, "Going Back to Civilian Life," goes into considerably greater detail and is given to the dischargee *at* the Separation Center, so that he may keep it as a handy summary of his rights and benefits for future reference.

For men interested in comprehensive articles on various phases of interest to veterans, ALL HANDS lists the following summary of articles that have appeared in recent issues:

- "U.S. Aid for Veterans," a roundup of ways in which Federal agencies can help veterans on housing, jobs, job training, business, farming, etc. (October, p. 16).
- "Shipping of Personal Property" (October, p. 36).
- "That Insurance of Yours" (September, p. 28).
- "Cashing in on Navy Skill," or how the Navy's rating description booklets show your prospective boss whether your war training fits you for a better job (September, p. 16).
- "After the War—School?", a question and answer analysis of the educational provisions in the GI Bill of Rights (August, p. 21).
- "Navy to Train Veterans in Shore Establishments" (August, p. 72).
- "Rules Issued on Mustering-Out Pay" (June, p. 76).

SEPARATION PROCESS

There are three avenues of separation from active naval service: personnel separation centers, naval hospitals, and miscellaneous naval activities authorized to discharge personnel. In general, you are sent for final processing to the area to which you are entitled transportation. Records should be brought up to date at all duty stations. At the separation center you get a physical, any service pay and the first instalment of any mustering-out pay due, and are interviewed by general interviewers of the Civil Readjustment Department and referred as appropriate to special consultants. You get a summary of your education, training and experience, including a translation of military specialties into civilian skills. In addition to full information on your rights and benefits as a veteran, you are given practical assistance regarding plans for education, training or employment, with special consultants available to help you and the names of home district advisors to visit later. The four Navy special consultants are: Chaplain, Educational Services Officer, Benefits and Insurance Officer, and Legal Assistance Officer. There are also five special consultants from government and civilian agencies: Veterans Administration, American Red Cross, U.S. Employment Service, U.S. Civil Service Commission and Selective Service System. Detailed information on the Civil Readjustment process will be available at Navy staging centers.

Alnav 263

GOVERNMENT INSURANCE

The National Service Life Insurance which every serviceman is given the opportunity to keep will be one of his most valuable assets after separation from active service.

It will not be possible for the veteran to buy similar private insurance protection for himself and his family at the same premium.

During service, premiums are generally paid by allotment; after separation, premiums must be paid direct to the Collections Subdivision, Veterans Administration, Washington 25, D. C. Any term policy issued and effective before 1 Jan 1946 can be kept as term insurance for eight years (formerly five) from the date taken out. Any time after it has been in force one year (and before the eight years are up) it may be converted to ordinary life, 20 payment life or 30 payment life. The converted policy will have guaranteed cash, loan, paid-up insurance, and extended insurance values available after it has been in force one year. (In or out of service, converted or not, it still remains government insurance.)

All policies provide for waiver of payment of premiums in case of continuous total disability of the insured, if the disability continues for six or more consecutive months and occurs before age 60, while the policy is in force under premium-paying conditions.

For additional information on insurance consult the Benefits and Insurance Officer on your ship or station and at staging and separation centers. Questions on private insurance may also be brought up at these points.

Alnav 321

MISCELLANEOUS BENEFITS

Following is a list of rights and benefits not previously mentioned in this series of Alnavs:

- Mustering-out payments ($100 to $300 depending on length and type of service).
- Hospitalization, medical treatment, domiciliary care and prosthetic appliances.
- Pensions for disabled veterans and in some cases for dependents.
- Review of discharges, dismissals or retirements.
- Vocational rehabilitation training (Federal and State).
- Special consideration in the purchase of surplus property and farm machinery.
- Special preferences under homestead laws.
- Exemption of non-citizen servicemen from certain requirements under the naturalization laws.
- Emergency maternity and infant care.
- Miscellaneous Federal and State rights and benefits.

This Alnav does not give the requirements or the administering agencies for the provisions listed above, as personnel are advised to consult with civil readjustment information Officers on the details of the benefit in question. For specialized information on legal matters, education, and insurance, personnel should consult legal assistance officers, educational services officers, or benefits and insurance officers, or those performing such functions.

Alnav 340

EMPLOYMENT RIGHTS

Any serviceman who worked for a private employer or for the government on or after 1 May 1940 has a right to his former job if (a) it was not a temporary job, (b) he holds a certificate of satisfactory service in the armed forces, (c) he is qualified to perform his old duties, (d) his former employer's circumstances are the same and he is still in business and employing men for such duties, (e) the serviceman applies for the old position within 90 days of his release (certain exceptions made in hospital cases).

Reemployment committees of the local Selective Service Boards will help veterans in obtaining their former jobs, and assist him if he is deprived of seniority rights or his previous wage rate, or discharged within a year without cause.

Veterans who held federal Civil Service jobs, ratings or places on the eligibility list will be reinstated, and credit given for time in active service. Veterans can get 5 points preference in examination grades, 10 points if disabled, and in some positions will be excused from meeting physical and age qualifications. If he is not physically able to take the job himself, the credit may be given to his wife.

If a veteran did not have a permanent job or does not want his old job back, United States Employment Service offices will have special representatives to help him get a job. They will also be at all separation centers. In many communities veterans information or service centers provide job counseling and placement.

Apprentice Training Programs are being carried on in many industries, offering steady employment plus training. In some cases GI Bill benefits are available in addition to pay on the job.

Alnav 296

EDUCATIONAL BENEFITS

Educational provisions of the GI Bill are administered by Veterans Administration, which agency takes the veteran's application, decides upon his eligibility, and approves or disapproves the educational or training institution of his choice. Veterans Administration reps will be at separation centers.

In general, a serviceman with 90 days' active duty and a discharge under conditions other than dishonorable, is entitled to a year of education or training regardless of his age. He must begin the course within two years of his separation from service or the end of the war (whichever is later), and it cannot extend beyond seven years after the end of the war.

If under 25 when he entered service (or on 16 Sept 1940, whichever is later), he may get additional training or education not to exceed the length of time he was on active duty (maximum: four years). *If over 25*, in order to get additional training he would have to show that his education or training was impeded, delayed, interrupted or interfered with by his entry into service.

He may select his own courses, and his own educational or training institution, provided it is one approved by the Veterans Administration and that it accepts him.

Veterans Administration will pay the cost of tuition, books and other necessary fees and expenses to the institution, up to a miximum of $500 a year. While he is in school the veteran receives a subsistence allowance of $50 a month ($75 if he has a dependent).

In many cases credit is given for military experience and courses completed in service (see your Educational Services Officer and special consultants at separation centers).

Alnav 313

GUARANTEE OF LOANS

Eligible veterans (90 days' active duty on or after 16 Sept 1940, discharged under conditions other than dishonorable) may apply for government guarantee of loans within two years of their separation from service or the end of the war (whichever is later) but in no case more than 5 years after the end of the war.

The government does NOT provide the money for these loans. They must be obtained from private concerns, such as banks, building and loan associations, insurance companies, or federal loan agencies. After the veteran completes his arrangements, and if the loan meets the requirements of the law, Veterans Administration may then guarantee up to 50% of the loan but in no event more than $2,000. The interest for the first year, on the guaranteed amount, is paid by the Government.

Loans may be approved to purchase, build, repair, alter or improve a home to be occupied by the veteran; to purchase a farm or farm equipment to be operated by the veterans; or to purchase a business property or equipment to be used by the veteran to earn a livelihood.

Basic requirements for a loan are:

- amount must not be greater than the borrower can reasonably expect to pay back;
- must be used for the purpose stated;
- if for property, the property must be useful and reasonably necessary and price paid must not exceed normal value as determined by proper appraisal;
- if for farm or business, borrower must have enough ability and experience to have a reasonable chance of succeeding;
- interest rate must be no more than 4% and period of repayment must not exceed 20 years.

Alnav 318

IMPORTANCE OF RECORDS

Your processing through the separation center will be more rapid and smooth if your service records are accurate and up to date. Following should be checked:

- Is beneficiary slip correct?
- Do pp. 9-9x show completion of each 3-year period of net service for longevity purposes?
- Any correction in rate or class? Prepare new page 9x.
- Discontinue extra compensation? (NavSandA form 516.)
- Stop payment of quarters or subsistence allowance or commuted rations (NavSandA form 517.)
- Credit and/or stop sea and foreign duty pay? (NavSandA form 510.)
- Has permanent home address changed? Correct page 2.
- Enter any medals, commendations, statement of meritorious conduct, recommendation for Good Conduct Medal, area awards, engagement stars.
- Order disbursing officer to make any necessary adjustment of pay for medals providing extra compensation.
- Make entry if "serving (or has served) outside continental limits of U.S. (or in Alaska)." To be dated and signed by CO.
- Check page 6 and 9 entries on time lost and absence from duty, dates, and reason. All leaves to be recorded. Re-check at time of transfer and issue orders to credit any unpaid leave rations.
- Bring up to date: continuous service certificate, complete summary of service (p.12), conduct and proficiency marks. Enter average marks and character of discharge to which entitled (pp.9-10).
- Enter all training courses completed, examinations passed for advancement in rate, and other educational achievements. Note special qualification on p.10.

Alnav 274

READJUSTMENT ALLOWANCE

Under the GI Bill of Rights, a money allowance may be paid to veterans who are:

- completely unemployed.
- partially unemployed, (weekly wage less than $23).
- self-employed, and whose net earnings during the previous month were less than $100.

In the event of complete unemployment, the veteran's payment is $20 per week. If partially employed, he receives the difference between his weekly earnings and $23. If self-employed, he may be eligible to receive the difference between his monthly net earnings and $100.

To be eligible a veteran must have 90 days' active duty since 16 Sept 1940, (unless disabled) discharge other than dishonorable and must:

- live in the United States;
- be registered with a public employment agency for employment and continue to report to that agency;
- be able to work and be available for any suitable job open to him.

The unemployed veteran may receive eight weekly allowances for each month of his first three months of active service; then, four weekly allowances for each additional month of active service from 16 Sept 1940 to the end of the war. Maximum allowed: 52 weeks of allowances.

Claim may be filed for weeks of unemployment occurring not later than two years after the end of the war, or date of discharge (whichever is later), but in no case later than five years after termination of hostilities.

Application and claim for readjustment allowance should be filed with the claim taker for the State Unemployment Compensation agency.

Alnav 327

LAWS FOR VETERANS

The *Selective Service and Training Act* provides for reemployment rights and for the legal means of enforcing rights in contentions over a veteran's former job. The Selective Service Board in the veteran's home community provides job counseling and job placement services.

The *Soldiers and Sailors Civil Relief Act* (ref. NavPers 15014) protects the civil rights of service personnel, and in some cases their dependents, in such matters as taxes, lawsuits, commercial insurance, repossession of property, evictions, and rights in public lands. This protection extends for a limited time after discharge or separation. *Before* separation, Navy legal assistance officers should be consulted on this; *after*, legal aid societies or civilian attorneys.

Public Law 16 permits as many as four years of training for vocationally handicapped veterans. Administered by Veterans Administration, it provides for vocational advisers to aid and guide each eligible applicant who needs vocational training to select the courses most suitable to overcome his handicap and restore employability.

The *Servicemen's Readjustment Act of 1944* ("GI Bill of Rights") provides such benefits as education and training of veterans; guarantee of portions of loans for purchase of homes, farms and business property; and readjustment allowance for unemployed veterans. It also authorizes Veterans Administration to acquire additional hospital facilities: defines certain separation procedure; and authorizes boards to review type and nature of discharges, dismissals and retirements.

Most states have passed laws that benefit veterans. Information available at separation centers, community veteran information centers, and Navy District Civil Readjustment Officers at HQ of each naval district.

Alnav 287

RIGHTS and BENEFITS of Navy Enlisted Dischargees

SPECIFIC RIGHTS and benefits which apply to each individual type of enlisted discharge are shown in the chart at right.

The material is taken from a similar chart (NavPers 15619) by the Civil Readjustment division, Demobilization activity, BuPers. The chart and booklet are intended only for general guidance and do not pretend to be all-inclusive. In all questionable cases, dischargees should be referred to the applicable statutes and regulations, and to the administering agency for final determination.

Note that in some cases duplicate benefits are not payable. All rights are predicated upon some form of discharge after a specified period of active naval service.

The chart and booklet are not for general distribution but will be used by Civil Readjustment Information officers in their interviews with dischargees. Other charts, covering rights and benefits for enlisted personnel separated other than by discharge, and rights and benefits for officer personnel, also have been prepared.

For meaning of various boxes and notes in the chart, see below.

KEY TO CHART

(GRAY box) YES, you are eligible for this benefit.
(BLACK box) NO, you are not eligible for this benefit.
(WHITE box) DOUBTFUL; depends on individual circumstances.
(LETTER in box) SPECIAL circumstances govern; for notes, see below.

NOTES and SYMBOLS

Spec. A Entitled to transportation in kind (TR) but not subsistence.
Spec. B If discharged from naval prison, entitled to transportation in kind and subsistence to home or place of enlistment, and to a special issue of clothing.
Spec. C Special provisions govern.
1 If discharged from naval prison, entitled to transportation in kind and subsistence to home or place of enlistment, and to a special issue of clothing.
2 If dischargee makes claim.
3 If dischargee has immediate need for cash.
4 Except where only active duty is for purpose of reporting for physical examination to determine fitness for active duty and discharge is by reason of failure to qualify.
5 Determining factor is whether or not discharge is granted upon serviceman's own initiative to accept employment (unless he has served outside continental U. S. or Alaska).
6 Forfeited only when guilty of mutiny, treason, spying or desertion, or when one, because of conscientious objections, refuses to perform service or to wear the uniform.
7 The individual agency should be consulted in each case.
8 May apply at any United States Employment Service local office for assistance in getting a job, but is not eligible for special veterans' services.
9 Enlisted dischargees entitled to mustering-out pay will not be credited with discharge gratuity.

TYPE OF DISCHARGE	BuPers FORM NO.	COLOR	AUTHORITY FOR DISCHARGE (BuPERS MANUA
HONORABLE			
Expiration of enlistment; not convicted by GCM or more than once by SCM; min. final average marks 3.0 prof., 3.25 cond.	660	White	Art. D-9104
Convenience of Government; not convicted by GCM or more than once by SCM; min. final ave. marks 3.0 prof., 3.25 cond.	660	White	Art. D-9106, and AlNav 130 of 14 June 1945.
Own convenience; not convicted by GCM or more than once by SCM; min. final av. marks 3.0 prof., 3.25 cond.	660	White	Art. D-9107 and AlNav 130 of 14 June 1945.
Dependency existing prior to enlistment; not convicted by GCM or more than once by SCM; min. final av. marks 3.0 prof., 3.25 conduct.	660	White	Art. D-9108, and AlNav 130 of 14 June 1945.
Dependency arising since enlistment; not convicted by GCM or more than once by SCM; min. final av. marks 3.0 prof., 3.25 cond.	660	White	Art. D-9108, and AlNav 130 of 14 June 1945.
Minors enlisted without consent—under 18 at time of discharge; not convicted by GCM or more than once by SCM; min. final av. marks 3.0 prof.; 3.25 cond.	660	White	Art. D-9109, and AlNav 130 of 14 June 1945.
Minors under age of authorized enlistment; not convicted by GCM or more than once by SCM; min. final av. marks 3.0 prof., 3.25 cond.	660	White	Art. D-9109, and AlNav 130 of 14 June 1945.
Disability whether or not incurred in line of duty, provided not own misconduct; not convicted by GCM or more than once by SCM; min. final av. marks 3.0 prof., 3.25 cond.	660	White	Art. D-9109, and AlNav 130 of 14 June 1945.
Disability as a result of action against enemy, regardless of marks	660		Art. D-9105 (3) (b)
Medal of Honor, Dec. for Heroism or Distinguished Service, or Ltr. of Commend. from SecNav; provided subsequent record entitles to Hon. Discharge.	660	White	Art. D-9115 (7) (c)
UNDER HONORABLE CONDITIONS			
Expiration of enlistment; convicted by GCM or more than once by SCM or final aver. marks below 3.0 prof., 3.25 cond.	661	White	Art D-9104
Convenience of Government; convicted by GCM or more than once by SCM or final aver. marks below 3.0 prof., 3.25 cond.	661	White	Art D-9106
Own convenience; convicted by GCM or more than once by SCM or final aver. marks below 3.0 prof., 3.25 cond.	661	White	Art. D-9107
Dependency existing prior to enlistment; convicted by GCM or more than once by SCM or final aver. marks below 3.0 prof., 3.25 cond.	661	White	Art. D-9108
Dependency arising since enlistment; convicted by GCM or more than once by SCM or final av. marks below 3.0 prof., 3.25 cond.	661	White	Art D-9108
Minors enlisted without consent - under 18 at time of discharge; convicted by GCM or more than once by SCM or final marks below 3.0 prof., 3.25 cond.	661	White	Art. D-9109
Minors under age of authorized enlistment, convicted by GCM or more than once by SCM or final av. marks below 3.0 prof., 3.25 cond.	661	White	Art. D-9109
Disability whether or not incurred in line of duty, convicted by GCM or more than once by SCM or final av. marks below 3.0 prof., 3.25 cond.	661	White	Art. D-9105
Disability due to own misconduct	661	White	Art. D-9105 (4) (c) (1)
Unsuitability	661	White	Art. D-9110
Inaptitude	661	White	Art D-9111
UNDESIRABLE			
Unfitness	662	Yellow	Art D-9112
Desertion without trial	662	Yellow	Art D-9113
Fraudulent enlistment	662	Yellow	Art. D-9113
Trial and conviction by Civil Authorities	662	Yellow	Art D-9113
BAD CONDUCT			
Awarded by SCM	662a	Yellow	Art. D-9114
Awarded by GCM	662a	Yellow	Art. D-9114
DISHONORABLE			
Awarded by GCM—sentence immediate or violation of probation	662b	Yellow	Art. D-9114
Awarded by GCM—after prison	662b	Yellow	Art. D-9114

	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
	Transportation in Kind and Subsistence	Cash Allowance	Issue Suit of Civilian Clothes	Retain and Wear Uniform with Hon. Dis. Emblem	Honorable Discharge Button	Honorable Service Lapel Button or Pin	Certificate of Satisfactory Service	Reduced Fare if not entitled to TR	Transportation—Dependents, Res. and Ret., 3rd Pay Gr. and above	Transportation - Household Effects Res. & Ret., 3rd Pay Gr. and above	Mustering Out Pay	National Service Life Insurance	Federal Vocational Rehabilitation	State Vocational Rehabilitation	Apprentice Training	Educational Rights (G. I. Bill)	Loan Guaranty (G. I. Bill)	Employment Assistance (G. I. Bill)	Readjustment Allowance (G. I. Bill)	Unemployment compensation—State	Reemployment Rights (Selective Service)	Civil Service Preference—Federal	Civil Service Preference—State	Preference for Home Building Material	Preference in Purchasing Surplus Property	Pension or Compensation—Service Con. Disability	Pension for disability—not Service Con.	Hospital Care in Vet. Administration Facility	Medical Treatment and Prosthetic Appliances	Domiciliary Care—Federal	Pension or compensation for death due to service	Pension for death not due to service	Burial Allowance—Federal	Burial Flags	Headstone or grave marker	Review of Discharge	Burial in a National Cemetery
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USNR OFFICERS' PROSPECTS IN USN

THE BUREAU of Naval Personnel has already received 7,000 applications from reserve officers requesting transfer to the regular Navy and a recent survey indicates that a probable 12 percent of all reserve officers are interested in making the regular Navy their peacetime career, the Navy Department has announced.

For those considering the regular Navy as a peacetime career, the Navy has prepared an analysis dealing particularly with promotion, financial security, and opportunities for family life, and answering many of the questions that may exist in the mind of the reserve officer considering a transfer. Excerpts from this analysis follow:

Promotions: Each individual considering transfer to the regular Navy wants assurance as to his chances for promotion and some indication as to whether he will retain his present rank. He also wants to know what he can expect in the way of compensation and future financial security. On these scores the Navy offers as much but no more guarantee than would a corporation about to hire a junior executive. But, the Navy does pledge that each temporary USN or reserve officer who transfers to the regular Navy will be given equal opportunity for promotion and assignment with those who graduate from the Academy.

Due to concentration of authority in the higher ranks there must obviously be fewer officers in each progressively higher rank. For each 100 officers in the Navy the law allows 1 rear admiral, 4 captains, 8 commanders, 15 lieutenant commanders, 30 lieutenants, and 42 lieutenants (jg) and ensigns.

Both because of the increasing number of eligible candidates and to assure the ability of officers promoted to the upper grades, selection boards are convened annually to nominate for promotion the best fitted of those eligible (by length of service—at least 4 years in the next lower rank). Expected percentages of selection and thus the average chance of any one individual reaching the next higher rank, are about 95 percent to lieutenant, 70 percent of these to lieutenant commander, 60 percent of these to commander, 56 percent of these to captain, and 26 percent of these to rear admiral. This holds true only in case the Navy remains static, but if, as usually has happened in the past, it increases from time to time, whether by peacetime expansion or by war, the promotion percentages are very largely increased.

Officers are guaranteed by law two opportunities for selection: first, as "best fitted," or, second, if failing such selection, they may be selected as "fitted" and promoted and serve through the next higher rank, with the chance, but admitted lesser possibility, of further selection. Officers of the rank of commander or above not selected in either of the two categories are retired after 20 years active service with retirement pay of 2½ percent per year of active service, this pay to continue through life. Similarly, lieutenant commanders and lieutenants are honorably discharged with two years' active duty pay, and lieutenants (jg) one year's active duty pay.

Financial Security: Many officers feel that their financial condition is worse than that of their acquaintances whose salaries in civilian jobs are fifty to a hundred dollars a month higher. Such a comparison is not realistic because it ignores the fact that civilians must pay out more than the difference to secure comparable retirement pay and other benefits which are included in Navy compensation. Further, it does not take into consideration certain tax advantages which are given naval personnel, and other factors making for a lower cost of living.

As an indication of a naval officer's earning power, including the benefits which can be reduced to approximate figures, the following table furnishes a truer financial yardstick than the officer's paycheck:

	Ensign, married, no longevity, no children	Lt., married, 3 year's service, one child	Lt. Comdr., married, 6 year's service, 2 children
Pay	$1,800.00	$2,520.00	$3,300.00
Allowances	1,231.00	1,591.00	2,026.50
Retirement benefit (30 year policy starting at age 25, and paying* $375 per month)	1,564.88	1,564.88	1,564.88
Tax advantage	411.00	531.00	678.00
Health & Accident protection	108.00	108.00	108.00
	$5,114.88	$6,314.88	$7,677.38

* Terminating on the officer's death.

Other factors entering into the financial security picture include a six months' gratuity (lump sum payment equal to six months' pay at rate received at time of death) to the widow, children or other designated beneficiary of an officer who dies while on active duty and not as a result of his own misconduct, and pensions, if an officers death is service connected, during peace, of $38 per month to a widow; $59 to a widow and one child, with $10 for each additional child.

Opportunities for Family Life: In peacetime the officers of junior rank can expect to spend one-third of their duty ashore, and those of senior rank, one half of their duty ashore. During tours of sea duty when the officer is operating from U. S. ports, Hawaii or the Philippines, it is usually possible for him to have his family live near the base and he can spend his time with them on week-ends, between cruises and during ship overhaul periods. The annual leave of 30 days with pay also affords an additional opportunity for him to be with his family. On a permanent change of duty, all expenses are paid for by the Government, such as the officer's travel, transportation of his dependents and shipment of his household effects. Many schools and colleges also offer scholarships limited to sons and daughters of service personnel. Stressed particularly is the fact that the officer won't experience the long periods of sea duty that are necessary during wartime, and will find travel and living conditions radically different under normal conditions.

Summary of Advantages: Summarizing the advantages of a peacetime career in the Navy, the Navy quotes the following comments of the commander of a carrier division in a letter to the reserve and temporary USN officers of his command:

"The Navy of course, wants the best. We older officers are proud of our service and want to be succeeded by people who will preserve the traditions and improve what we believe to be the best Navy in the world.

"The first requisite of a candidate is the desire to be a naval officer. The Navy is an instrument of war and you therefore can rightly judge the service on its war record. While the Navy in peace is somewhat different in certain respects, the difference is in detail rather than in policy.

"Consider these points:

"You will be required to live in various parts of the world.

"You will be away from home a certain portion of the time.

"You will have enough to live on but you'll never be rich.

"You will be required to work long hours with no consideration being given to anything but results.

"You will encounter intolerance on the part of a few people, but this will be in no greater number than you would encounter in civilian life.

"You will above all be required to adopt and live by one standard—'The good of the service.'

"You will associate with what is undoubtedly the finest body of men in the world.

"You will meet the people of the world—all classes.

"Your job will seldom be dull or uninteresting.

"You will be in an honorable profession in which you can take great pride.

"You will also be in what, strange as it may seem, is the most democratic organization in the world, where your success as an individual is entirely dependent on your ability.

"You, having become an officer in the regular Navy will in every respect be on an exact par with every other naval officer.

"You will be closely observed and marked according to your ability.

"You will be subjected to selection and may be passed over and retired if you prove unfit but on the other hand the sky is your limit.

"You will be retired finally on some percentage of your pay.

"The decision is a serious one and should not be made lightly. If you consider yourself a suitable candidate —ask questions. Talk to others who have lived in a peacetime Navy. They'll be glad to talk and will express themselves frankly. Don't be satisfied with any one man's viewpoint but secure several . . ."

NEW POSTWAR NAVAL RESERVE

Plan Two Main Branches In Revised Organization

PENDING necessary legislation and appropriation, it is planned to establish a postwar Naval Reserve which will combine the best features of the old Naval Reserve with a new and streamlined organization, offering the use of modern equipment and training techniques.

The new Naval Reserve will be divided into two main branches—the Ready Reserve and the Standby Reserve.*

The Ready Reserve

This group will be composed of trained officers and men who will be available immediately for mobilization to fill billets at sea and ashore in the event of a national emergency.

The Ready Reserve will be divided further into General Duty officers and men, and Special Duty officers and men, and each of these divisions will be subdivided into Aviation and Surface components.

Members of the Ready Reserve will drill one night a week in an armory, or other suitable location, for which they will receive one day's pay per drill. These drills will include practical work in their specialty, lectures, films and trips to naval and industrial activities.

Members of the Ready Reserve will be eligible to take a two-week cruise aboard a modern combatant ship, or to perform training duty ashore with full pay and allowances. *An individual will be ordered to training duty only with his consent.*

It is contemplated that training in specialized fields, such as electronics, physics, and internal combustion engines will be open to officers and men in the Ready Reserve.

The Standby Reserve

This group will be composed of officers and men who are enrolled in the Naval Reserve, but who are unable to devote as much time to Naval Reserve activities as members of the Ready Reserve.

Facilities for training and instruction will be made available to this group on a voluntary basis.

Transfer to the Ready Reserve within quotas will be elective for each individual.

The Standby Reserve will also consist of General and Special duty divisions, and subdivisions of Aviation and Surface components.

** There will also be an Honorary Naval Reserve, to reward and provide for the retention of personnel no longer qualified or available for other divisions of the U. S. Naval Reserve as a result of age, occupation, physical disability or other causes.*

Members of the Honorary Naval Reserve may be called to active duty, with their consent, for short periods of time for consultation purposes, and are available for active duty during a war or period of national emergency.

THE NEED FOR A NAVAL RESERVE

"The United States today possesses priceless assets in the military skill and combat experience of the officers and men who fought in this war. This pool of trained manpower is one of the surest means of preserving the peace and the democratic way of life for which millions of Americans fought and thousands gave their lives. A U. S. Naval Reserve is needed which will serve to retain for the nation the great fighting potential embodied in the officers and men who are currently returning to civilian life. Such a vital Naval Reserve will also offer to the individual a means of continuing the patriotic contribution he has made during the war, and a way of activating his sense of responsibility as an American citizen in this era of fluctuating world conditions."

LOUIS E. DENFELD
Vice Admiral, USN, The Chief of Naval Personnel.

12 ADVANTAGES OF JOINING THE POSTWAR RESERVE

For officers and enlisted men now leaving the Navy, the following advantages of joining the postwar Naval Reserves have been pointed out by the Transfer Program of BuPers:

1 "In the event of a national emergency you will not start all over again, but will retain your commission or rate. You will qualify as a trained individual who can fill a responsible position with little or no additional training."

2 "The time you spend in the Naval Reserve—either the Ready Reserve or the Standby Reserve—will count toward promotion for officers and advancement in rating for enlisted men."

3 "You will receive longevity benefits in higher pay."

4 "You will increase your knowledge through actual experience with modern equipment."

5 "You can keep up-to-date on naval matters through a magazine to be published for the members of the Naval Reserve."

6 "You will receive pay for drilling once a week if you are in the Ready Reserve."

7 "You may go on a cruise or training duty once a year, with your consent, if you are a member of the Ready Reserve, and will receive full pay and allowances, including travel without cost to you, to and from your home, during that time."

8 "Your training cruise will provide an interesting change from your ordinary life, and whenever possible you will be able to make a liberty in a foreign port."

9 "Enlisted men who can meet the qualifications will have an opportunity to be commissioned."

10 "You will have the prestige of being a member of the armed forces of the United States and the personal satisfaction of serving your country in peace."

11 "You will be associated with a splendid group of officers and men. You will have an opportunity to maintain many of the friendships you made during the war, and make new ones."

12 "A sufficient quantity of up-to-date training courses will be available to enlisted men studying for advancement in rating, and a training officer will be included in the complement of each division of the Ready Reserve."

THE 'BIG E' OF THE FLEET

Enterprise Log Is Virtually a Summary of Pacific War from Pearl to Okinawa

FOUR YEARS ago a storm at sea delayed the USS *Enterprise* just long enough for her to miss being smacked at Pearl Harbor. If the Japs had known what was to be in store for them in the next few years, they would probably have offered up some king-size prayers for good weather.

The "Big E" was steaming through the Central Pacific early in December 1941 when she ran into very heavy weather. She had been busy the previous months shuttling planes from the States to various island bases. To save her escorting destroyers from a terrific buffeting under the crashing waves, the flag, Admiral (then Vice Admiral) William F. Halsey, Jr., USN, ordered reduced speed.

As a result, the *Enterprise's* ETA at Pearl Harbor was delayed—from 6 December to 7 December — and the *Enterprise* was thus saved from the Jap sneak attack on Pearl Harbor. Undamaged, the "Big E" began her colorful war record as the first American carrier to send her planes into combat in World War II.

And that was only the beginning. Symbolically enough, the storm which served as a prelude to her entry into the war was a forerunner of many *Enterprise*-made storms that effectively battered the enemy during three and a half years of Pacific warfare.

Workhorse of the Pacific war, the "Big E" is the ship that Admiral Halsey has called, "The Galloping Ghost of the Oahu Coast". Secretary of the Navy James V. Forrestal has said she combines the spirit of all classes of Navy ship and symbolizes the history of our Navy in World War II. He has proposed that the *Enterprise* be recommended as a naval relic to take her place with such other naval greats as the *Constitution, Constellation, Hartford, Olympia* and *Oregon.*

The present *Enterprise* is the sixth vessel of the Navy to bear that name. She was preceded by a sloop, two schooners, a wooden cruiser and a patrol vessel. Of those early *Enterprises*, the schooner commissioned in 1799 probably had the most exciting history. She took part in the naval war with France, participating in five engagements and capturing 19 vessels. In addition, she fought in the Tripolitan War and captured five ships. She was lost in the West Indies in 1823.

A 19,500-ton carrier, the sixth *Enterprise* was launched in 1936, commissioned in 1938 and has spent her entire time since 1939 in the Pacific area. The "Big E" has crowded a lifetime into her nearly four years of warfare. The enemy damaged her 15 times with hits and near misses. Tokyo claimed her as "sunk" on six different occasions, but after each "sinking" she popped up in the battle line, throwing everything she had at the enemy. She was often called the "Lucky E", but *Enterprise* men knew it was more than luck that brought her through. They preferred to call her the "Big E" and it's as the "Big E" that she's known throughout the fleet.

As the *Enterprise* neared Pearl Harbor on that fateful 7 December morning, her planes prepared to take off for the airfields around Pearl, according to plan. One flight left on what seemed a peaceful Sunday morning in the tropics, but when they reached Pearl they ran right into the middle of the Japanese attack. Their radio report back to the "Big E" was the first report the carrier had that the nation was at war. Although it doesn't appear in their official scorebook, *Enterprise* men are certain that one of their scouts shot down the first Jap plane of the war that morning.

All day Admiral Halsey kept his planes in readiness to take off, but no contact message was received on the Japs' position. Eventually, a small group of planes took off on a search of their own and reported sighting enemy ships, but a flight of bombers and fighters couldn't find them.

It remained for the raids on the Marshall and Gilbert Islands to account for the first entry of enemy air loss on the *Enterprise* bulkhead. That was in February, 1942, when Admiral Halsey and the "Big E" made their first attack on the enemy. Supported by what amounted to a little puddle of small surface vessels, the "Big E" drove deep into Jap held territory and wrote the first page in a brilliant record that within 10 months was to earn her the Presidential Unit Citation. *Enterprise* planes accounted for 35 Jap aircraft that bleak February day, and in addition hit 13 auxiliary and patrol vessels, one cruiser, one seaplane tender and numerous storehouses, hangars and other land targets. Five enemy dive bombers made passes at the flattop during the action, one of which tried to make a deliberate crash landing on the flight deck which was crammed with planes. But the ship's antiaircraft batteries brought it down before any damage was done. Cost to the *Enterprise:* six planes.

For the next year the "Big E" was right in the thick of things, doing her share to help stem the tide of Japanese advances. Midway, Tulagi, Santa Cruz, Guadalcanal, all felt the full impact of her power. The only scrap she missed out on was the Battle of the Coral Sea. She'd been assigned as an escort for the USS *Hornet*, which

WAKE ISLAND attack was one of "Big E's" early aggressive actions against foe. Jap stores were left burning.

TOKYO RAID in April 1942 found the Enterprise escorting carrier Hornet (in distance) on daring mission.

IN THICK OF FIGHTING from 7 Dec. 1941, Enterprise accumulated 18 of 22 possible combat stars, was "sunk" six times by enemy claim and was first carrier awarded Presidential Unit Citation. She is "Big E" to her crew.

was carrying the Doolittle flyers for their initial raid on Tokyo on 18 April 1942. She returned to Pearl after this assignment and was dispatched to the Coral Sea area but arrived too late to figure in the action.

In the Midway strike, one of the U. S. Navy's great sea battles, she was teamed up with the USS *Hornet* and the USS *Yorktown* (lost in this action) in lashing out at the Jap carrier force then closing on Midway. On the first day of the attack her air group sank two large carriers, and her pilots teamed with those of the *Yorktown* to write finis to the career of a third carrier, and damage a Jap battleship. The second day she spent chasing the remnants of the fleeing Jap fleet and on the third day her dive bombers scored many of the direct hits that finally sent one of the Jap's best cruisers to the bottom.

When Marines landed at Guadalcanal and Tulagi on 7 and 8 Aug. 1942, the *Enterprise* was there providing air cover. She shot down 14 Jap planes and in one day her planes dropped 56 1,000-pound bombs. The Japs tried to recapture Guadalcanal later that same month, precipitating the Battle of the Eastern Solomons, and again the *Enterprise* shot the works. Her planes accounted for 30 enemy aircraft and one submarine, and her antiaircraft batteries downed 41 more enemy planes. Cost to the *Enterprise:* nine planes lost and three damaging bomb hits.

Battle of Santa Cruz

After repairs at Pearl, the "Big E" pulled out again in October of 1942 as part of a task force which was gunning for the Jap fleet which had been shelling the Marine beachheads on Guadalcanal. Her search planes made contact with the enemy north of Santa Cruz Islands where there were two enemy forces: one composed of two battleships, a heavy cruiser and seven destroyers; the other, two carriers. The *Enterprise* went into action and the Battle of Santa Cruz was on. Her planes scored hits on a carrier and a battleship, shot down 33 enemy planes while her antiaircraft batteries were accounting for another 30. Violent maneuvering spared her several torpedo hits from attacking planes, but she sustained two damaging bomb hits. In this battle the USS *Hornet* suffered such severe damage that it was necessary to abandon and sink her.

In port for a quick patch job, the *Enterprise* was on her way again in two weeks, helping to repel another major Jap attempt to re-take Guadalcanal. Seabees were still aboard her, repairing the damage she suffered in the Santa Cruz scrap. On 13 November, one of her flights sighted a Jap battleship and destroyer escorts steaming into position to bombard Henderson Field. After her torpedo bombers rammed six torpedoes into the battleship, leaving it listing badly the "Big E" concentrated for the next two days on the Jap transports carrying invasion troops. Shuttling back and forth between the ship and Henderson Field, the carrier's planes sank one heavy cruiser, and scored "probables" on one battleship, one heavy cruiser, one light cruiser, two transports. In addition they damaged two light cruisers, a

SANTA CRUZ: Battle action shook this carrier plane free from deck moorings as Japs went down smoking.

EARLY OKINAWA battle brought furious Kamikaze attacks. Men above are subduing a burning Hellcat.

destroyer and numerous transports and shot down 17 Jap planes. The "Big E" lost five planes in this great Battle of Guadalcanal where surface ships, along with the Navy, Marine and Army planes, combined to stop the largest enemy effort to drive the U. S. forces from Guadalcanal.

During that first arduous year of the war in the Pacific, Admiral Halsey's "Galloping Ghost" symbolized the American resistance against a force advancing with seemingly overwhelming strength, and the crowning honor accorded the "Big E" for her first year in battle was the Presidential Unit Citation. She is the first and only Pacific carrier to receive this award from a grateful country. She carries a large red, white and blue record of the events for which she was cited painted on the bulkhead of her hangar deck. The citation itself reads:

"For consistently outstanding performance and distinguished achievement during repeated action against enemy Japanese forces in the Pacific war area, 7 Dec 1941 to 15 Nov 1942. Participating in nearly every major carrier engagement in the first year of the war, the *Enterprise* and her Air Group, exclusive of her farflung destruction of hostile shore installations throughout the battle area, did sink or damage, on her own, a total of 35 Japanese vessels and shot down a total of 185 Japanese aircraft. Her aggressive spirit and superb combat efficiency are fitting tribute to the officers and men who so gallantly established her as an ahead bulwark in defense of the American Nation."

Battered and patched, but with that same fighting spirit she always displayed, the "Big E" headed into 1943, and late in January took part in the Battle of Rennel Island as part of a task force sent to repel the Japs' final effort to relieve their hard pressed forces on Guadalcanal. Her planes downed 10 enemy aircraft and damaged one before the attacks stopped.

Late in the spring of 1943, the first of the new *Essex*-class carriers began coming into Pearl Harbor. After having stood a long vigil as the only U. S. carrier in the South Pacific, the *Enterprise* had eventually been joined by the USS *Saratoga* and the British carrier, HMS *Victorious*. So it was decided that the "Big E" could pull out of the battle line and go into port for a badly needed overhaul job.

Back as good as new in November 1943, the *Enterprise* was johnny-on-the-spot to take part in the opening fleet offensive that was to carry it to the gates of the Japanese Empire in 18 months. As though it was her lot to distinguish herself, the *Enterprise* immediately inaugurated a new type of carrier warfare — night fighting. Responsible for the development of these new fighting tactics was the late Comdr. Edward H. "Butch" O'Hare, USN, the man who had been awarded the Medal of Honor the year before for his achievements as a fighter pilot.

Pioneer of Night Fighting

The night fighter units were called "Bat Teams", and were composed of one radar-equipped Avenger torpedo plane leading two Hellcat fighters. The Avenger was to be directed to within a few miles of the enemy target by the ship's fighter director using the ship's radar. Then it was to use its own radar to lead the fighters to within visible range where they could open fire.

Late in November of 1943 when she was participating in the invasion of the Gilberts to provide air support for the landings on Makin Island, she sent out her night fighters to intercept enemy raiders after dark. They intercepted between 30 and 40 enemy bombers, shot down two and took the enemy so completely by surprise that the remaining Jap planes fled in confusion, firing at each other. From that time on, the *Enterprise* was the foremost pioneer in the development of the art of night combat. But that initial raid had been a costly one. It took the life of Commander O'Hare.

There was still plenty of work to be done by the hardy carrier veteran. With Air Group 10 aboard, she plunged into the early stages of the advance across the Pacific—the invasion of the Marshall Islands, Hollandia and the Marianas—and the devastating strikes of Task Force 58.

It was her night fighting torpedo planes that sparked the success of the first carrier strike on Truk in February 1944, and during the battle of the Philippine Sea, it was the *Enterprise* planes that finally located the Jap fleet when it appeared that it had gotten away free, and finally with Air Group 20 aboard she achieved the distinction of being the only carrier in action against all three of the widely scattered Jap forces used in the Battle of Leyte Gulf.

The "Big E's" victories after she joined Admiral Halsey's powerful Third Fleet in the fall of 1944 were highlighted by her work in the Leyte Gulf battle. She damaged two battleships and a heavy cruiser, and blasted a brand new Jap battleship which later sank, becoming the first modern battleship with advanced AA defense to go down under plane attack alone.

The *Enterprise* climaxed her achievements in the field of night combat flying during the first five months of this year when her planes flew more than 1,000 target sorties from her deck. In these operations she covered the invasion of Luzon, struck against the Jap air force and installations in French Indo China, Hong Kong, the China Coast, Canton, Formosa and Okinawa, made two carrier strikes against Tokyo and the Jap Inland Sea, supplied air support for the Iwo Jima landings in February and March, and initiated the softening up bombardment and air support for the Okinawa landings in April and May.

In the Iwo Jima supporting operation, the *Enterprise* had planes in the air day and night for 174 consecutive hours and their pin point bombing techniques did plenty of damage in the Inland Sea battle, with her planes ranging well into Honshu where they scored 500-pound bomb hits on the Mitsubishi plant.

During her last months of operation, the "Big E" was often a target of the unpredictable Kamikaze attacks. The *Enterprise* came through unscathed during the first few months although she experienced many close

calls, but during a terrific counter attack by the Japs on 14 May in the heat of the Okinawa campaign, she took one of the most devastating blows she had ever received from this source. It assumed particular significance in view of the fact that her younger sisters, the USS *Bunker Hill* and the USS *Franklin* were on their way home burned and blasted by similar attacks.

Operating as flag ship of task force 58, with Vice Admiral Marc A. Mitscher, USN, aboard, she was standing by, some distance off Okinawa, waiting for her planes to return from forays over the island where they were giving air cover to landing operations. A Hellcat pilot brought his plane in, climbed wearily out of the cockpit and reported that he had knocked down an enemy plane nearby. *Enterprise* gunners splashed three attackers coming in on the carrier soon afterwards. Then—Kamikaze!

A sharp-eyed lookout spotted the enemy plane maneuvering in the cloud cover over the flat-top. It cleverly evaded the task force fighters and, ducking through the heavy curtain of flak, came screaming down on the "Big E". When it looked as though the pilot was going to overshoot his mark, he flipped his plane over on its back and crashed into the forward part of the flight deck. His bomb exploded directly under the forward elevator, sending it 400 feet in the air and putting a big bulge in the deck.

Immediately fire roared through the forward part of the ship. Fortunately the blaze was localized because the ship had been "buttoned up" before the suicide plane struck. Officers and men pushed through the smoke and flames to pour tons of water in the burning area. Gun crews tossed ammunition overboard until it got too hot to handle, and then broke out fire hose and poured a steady stream of water into the magazines to keep explosions at a minimum. Within 17 minutes after the ship was hit the fire was under control, and within half an hour it was completely extinguished.

"We could have stayed there and operated at 80 per cent efficiency," said her skipper, Capt. G. B. H. Hall, USN, "but we were due for overhaul and the fleet didn't need us. So we came back." But the worst results of that attack were the 14 crew members dead and an additional 34 wounded.

"When they come down out of the clouds at you", said *Enterprise* officer Lt. G. J. Flynn, USNR, "you're sure they're headed straight for you. Then when they miss by a few feet, you discover that you were wrong—much to your relief."

How It Feels

Take the case of the direct hit on 18 March when Carl J. Smith, AMM1/c, USNR, was in a sweat until—but let him describe it:

"I was standing on the flight deck enjoying the sunshine. All at once this Jap bomber came out of the clouds and made his run over the ship. He dropped a single bomb . . . and when I saw the bomb coming down I took off down the flight deck, up over a catwalk and down a ladder. That bomb hit about five feet from where I had been standing and rolled along the same path that I had taken along the flight deck. I couldn't have been more surprised or scared if it had followed me down the ladder, too. The only reason I'm able to tell the story is because that bomb was a 'dud'. That Jap was so low over our deck that the bomb was still falling in a flat position when it hit. It never did get the detonating head pointed down."

On 11 April, operating in support of ground troops fighting on Okinawa, the "Big E" sustained a serious hit. Four suicide planes went after the flat-top. All four were blasted by *Enterprise* gunners, but one scored a near miss on the way down and left its engine embedded in the port side.

"The explosion was under the ship and it lifted us about three feet," said the Chief Engineer, Comdr. C. H. Meigs, USN. "The noise and shock were terrific. We suffered 'major damage' to the machinery, but our veteran 'black gang' restored full cruising speed within a few minutes."

After this attack, the "Big E" had to withdraw from the battle line for repairs. Her frame was bent, fuel tanks destroyed, catapults damaged and two large Diesel generators aft had been blown against the overhead. But in spite of all this damage, she was back fighting in three weeks.

During her career in the war, between Pearl Harbor and Okinawa, the "Big E" accumulated a total of 18 out of a possible 22 battle stars for carriers in the Pacific. She covered 275,000 miles, destroyed 911 Jap planes, sank 71 ships, and damaged or probably sank an additional 192 vessels. Recently she stopped at Pearl Harbor on her way back to the States for repair. As she steamed slowly into port, a flight of fighter-bombers flew over her forming the letter "E." Then the planes swooped low alongside the ship so the crew could read the signs painted on their sides which read: "For . . . Carrier . . . Champ . . . Take . . . *Enterprise*." They were pilots who had flown from the *Enterprise* during the first eight months of the war.

From Admiral to seaman, men who have served aboard the *Enterprise*—and there have been more than 10,000 of them—are indelibly stamped in the fleet as "*Enterprise* men." When their crew mixes with the newcomers ashore and the argument always starts about which is the best ship, it's the *Enterprise* men who say, "Go out and get yourself some experience and then come back and talk to us."

But it remained for a second class seaman to express the true feelings of the *Enterprise* man. Said he, "I wouldn't take any other ship in the fleet. The *Enterprise* has a soul."

All the men of the "Big E", both past and present, feel that such a ship should be preserved to take her place with those Navy ships of yesteryear that, they say, showed the same fighting spirit as the *Enterprise* in the company of ships that had souls.

OKINAWA FINALE for the "Big E" was this Kamikaze hit which blasted forward elevator 400 ft. skyward.

BACK TO PEARL and this tribute from former pilots came the veteran Enterprise for well-earned overhaul.

SCRUB TEAMS

Navy Men Keep It Clean Whether Their Laundries Have The Most Up-to-Date Equipment or Washers Made of Junk

Official U. S. Navy photographs

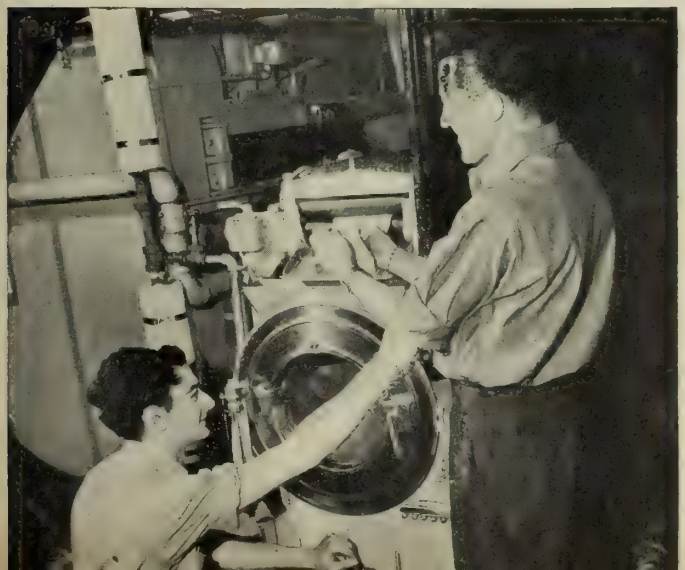
HOME-FRONTERS growled about laundry problems during the war, but the Navy, with over 3,000,000 men, had the real headaches. Part of problem was solved by men on islands (like Seabees, above) who built windmill washers out of scrap. Another solution was training of laundrymen at the Navy laundry school (below) in Washington, D. C.

SIMPLE SOLUTION to laundry problem is to anchor wash and dunk it into surf. Launderer as well as laundry gets a bath. But salt water bathing isn't too good for cloth.

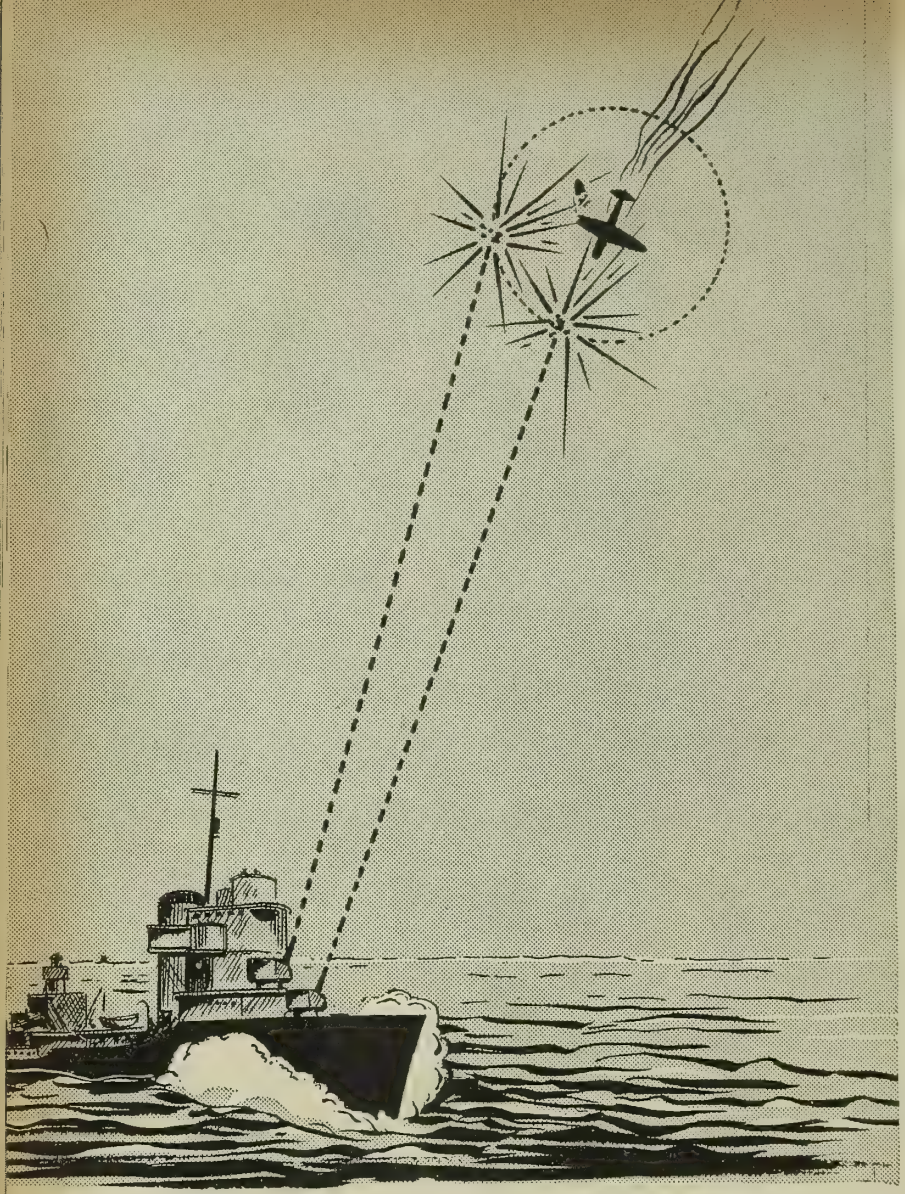
SAILOR-POWERED washing machine is made of perforated oil drum mounted in a trough of water. From this clothes pass to rinsing drum at side, then through wringer.

IMPROVEMENT over windmill and hand washers are motor-powered ones (above and at right). One above has a Jap motor. Blowtorch under drum heats the water.

FLATWORK IRONER (below) of type used on cruisers is manned by Navy laundry school student. His mates (below, left) practice on the LST laundry unit, the smallest.



SECRET



MAXIMUM HITS occur whenever VT-fuzed AA shells come within 70 ft. of the plane—close enough for the explosive burst to shower the target.

Navy-Developed Device Rated as Second Only to Atomic Bomb in Scientific Feats

IT WAS early August 1942 . . .

The Marines had landed on Guadalcanal and begun the long, bitter fight toward the enemy's homeland. A few nights later, a Jap plane circled the water off Savo Island dropped one flare, then another. Distant guns flashed and the USS *Vincennes*, *Quincy*, and *Astoria*, and the Aussie cruiser *Canberra* were so severely damaged that they were unable to return effective fire, and later sank. Things were really tough all over for the Allies.

About that time, the gun crews of the newly-commissioned USS *Cleveland* went through an AA drill while their ship cruised placid Chesapeake bay. The 5-in. dual-purpose guns tracked three radio-controlled target planes for an instant, then the guns flashed. The three "drones" were brought down, two in flames.

Late in 1942 the USS *Wright*, a seaplane tender, took aboard 4,500 rounds of special AA ammunition at Pearl Harbor for delivery to the South Pacific. At Noumea they were distributed by Admiral Halsey to ships considered most likely to see quick action.

On 5 Jan 1943 four Aichi 99 dive bombers attacked a task force, making two near misses and one direct hit on a cruiser. The pilot of one enemy plane, thinking himself outside effective antiaircraft range, flew in a straight course long enough for the *Helena's* after-5-in. AA battery to get a good set-up. Two 5-in. twin mounts opened fire. On the second salvo a burst enveloped the Jap plane and it crashed in flames.

The *Helena* crew members who were topside at that instant saw the battle premier of an amazing device that was to materially reduce the airplane's threat to the surface ship.

Neither the men on the *Helena* nor the *Cleveland's* gunners who gave it the first "sea test" knew it then but the secret pint-sized device that fitted into the nose of the projectiles was capable of converting the Fleet's 5-in. rifles from poor AA weapons into flaming harikari swords for Jap pilots.

Last month the Navy identified the secret device as the VT (for variable time) fuze and described it as second only to the atomic bomb as the greatest scientific development of the war. From the time it was first used in early 1943 it provided a new deadliness to artillery accuracy.

VT is a radio proximity fuze which explodes a projectile as soon as it comes close enough to a target to inflict damage. During two and a half years of war, Navy shipboard gunners used it to write an almost unbelievable record of enemy planes destroyed. Had there been no VT to check them, the Kamikaze attacks may well have reached the effectiveness the Japanese had hoped for.

Not only was the VT fuze highly successful in breaking Jap airpower, but it throttled the Nazi buzz bomb attack on London in the summer of 1944 and sparked the killing artillery assault which threw back the Germans in the "battle of the bulge" in the winter of 1944.

The VT fuze is an extremely rugged "five tube" radio sending and receiving station which fits into the nose of a projectile. The heart of this miniature radio station is a vacuum tube which sends out a continuous radio frequency signal or electro-magnetic impulses at the speed of light—186,000 miles per second. The impulses are reflected back to the tube by any target that gives a radio reflection, such as metal objects, water or earth.

Interaction of the outgoing and the incoming reflected impulses creates a "ripple pulse" which is amplified by vacuum tubes in the fuse. This impulse is fed to a thyratron tube which acts as an electronic switch to initiate the detonation. When the VT-fuzed projectile passes in flight within about 70 feet of an airplane, the "ripple pulse" then is strong enough to trigger the thyratron tube which permits enough electric current to pass through an electric detonator to make it explode. This explosion sets off an auxiliary explosive charge or booster carried in the fuze which in turn detonates the main explosive charge in the body of the projectile.

This Goldbergian triumph is the joint child of the Bureau of Ordnance and scientists of the Office of Scientific Research and Development. Research began in August 1940 and continued throughout the war, although the final product remained little changed from the type of fuze tested by the *Cleveland*. The chief problem was to develop miniature vacuum tubes—one inch long and about as thick as a pencil—and other electronic parts small enough to fit into the nose of a projectile, yet rugged enough to withstand the shock of being fired from a gun and the centrifugal pressure created by the rotation of projec-

UZE TINY BUT DEADLY

tiles in flight. Photo-electric triggering devices were the first to be successful, but circuits based on the principle of radio reflection—also used in radar and IFF—were later adopted as the most effective for the purpose. Other tough requirements of the ideal device which the scientists met was the creation of a rugged miniature storage battery and the provision of a very high degree of safety for handlers and gunners.

The proof of this scientific pudding lies in shooting records made around the world, but particularly by ships in the Pacific. The crews of the 5-in. mounts were able to pick off the choicest plums time and again before the enemy came within range of the rapid-firing 20- and 40-mm. guns. VT also eliminated the guesswork and labor of fuze-setting and the errors inherent in time-fuze mechanisms. Previous to VT's advent, these bugaboos had spoiled countless well-directed shots. Because a VT-fuzed projectiles explodes automatically when it reaches a point where its fragments can shower a target, good fire control pays off with hits every time.

VT was one of the most potent factors in the Navy's fight against suicide bombers in the last desperate months of Jap resistance. Ships in the Okinawa anchorage were within easy range of Japan-based suicide raiders. A sample of what happened during the long siege of Okinawa and the part played by VT is the action in which the destroyers *Hadley* and *Evans*, the LCS(L) 84, the LCSs 82 and 83, and the LSM(R) 193 took part on 11 May.

The destroyers and landing craft support ships were stationed off Okinawa to guard supply ships and offer fighter direction for the area. Shortly after midnight there was an air alarm and the ships were at GQ for more than an hour. Dawn found the sea calm, visibility good to moderate. A Combat Air Patrol arrived on station. Soon the radar picked up the first of several raids coming into the vicinity and the CAP went into action. (The Fighter Director tally later revealed that the little group of ships and planes had to oppose a total of 156 enemy planes.)

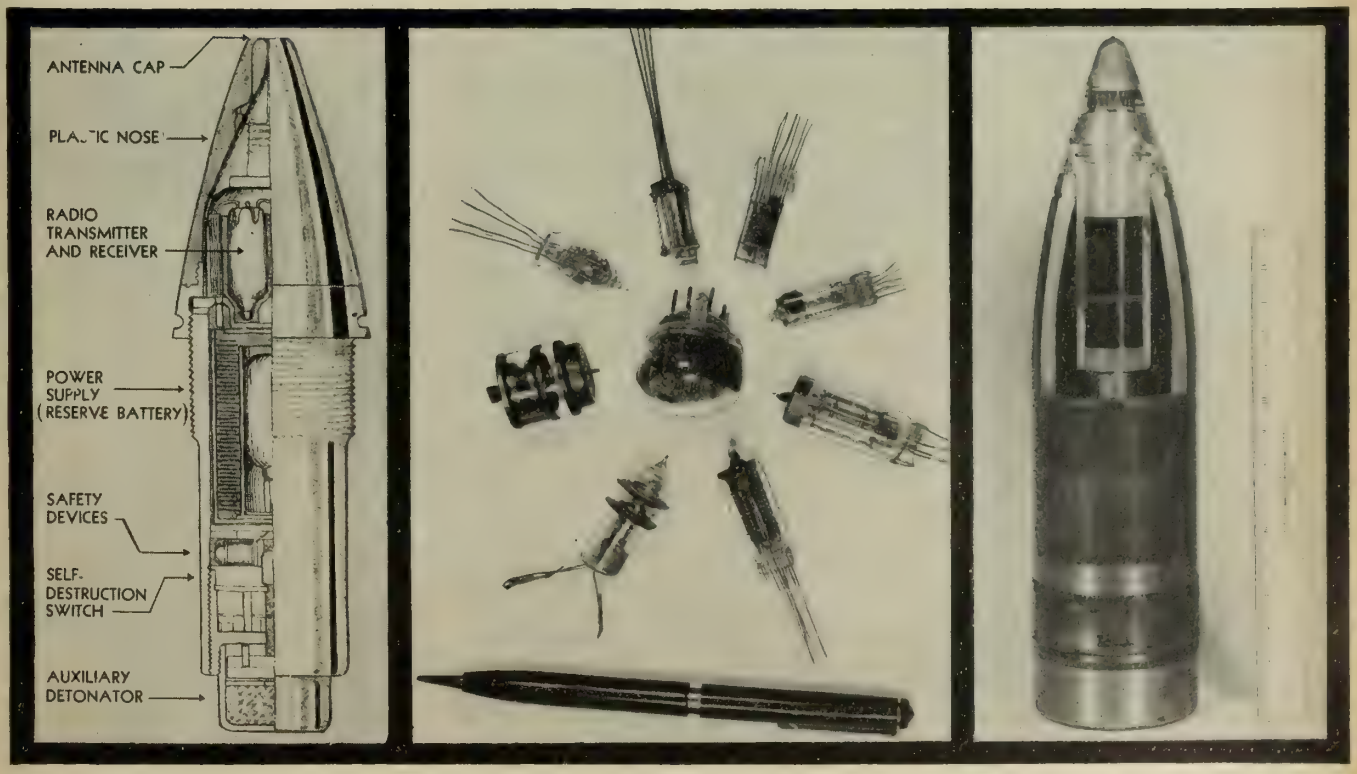
At 0754 a twin-float Jake came into view off the *Evans* and was shot down at 0757, all guns participating. From then on the two plucky DDs were under almost constant attack by an enemy force of 50 planes, all of them destroyed, but not before several had completed their suicide roles. (The Marine CAP had exhausted its ammunition in fighting off the first attackers, but the pilots stuck by the DDs anyhow, flying their planes at the Japs to head them off.)

At the end of the first half-hour, the *Evans* had been hit four times by suicide planes, each ablaze from anti-aircraft fire. The *Hadley* had knocked down a dozen enemy planes and the *Evans* had accounted for 23 before she had to retire from the fight—13 of them with VT-fuzed 5-in. shells. Only one Jap plane taken on by the 5-in. gunners of the *Hadley* as a target escaped undamaged.

The final fury of the Jap assault struck the *Hadley* at 0920 when 10 enemy planes surrounded the ship and dived simultaneously. All were destroyed, but the *Hadley* took two bomb hits, one a Baka, and was struck by two suiciders.

"We got planes that were 'way out of machine gun range,'" said the Gunnery officer, who also saw four other Jap craft splashed by the combined fire of the 5-in. guns and the automatics. Five more planes were to be seen smoking and flaming in the air from hits from exploding 5-in. shells. "Indispensable" was the verdict on the role played by VT-fuzed ammunition in this action.

The Navy surrounded the entire VT fuze project, from start to finish, with elaborate secrecy. On the fighting fronts, great care was taken to keep "duds" from enemy hands. Except for the limited use during Britain's battle of the buzz-bomb, the Combined Chiefs of Staff refused to permit the fuze to be used on land until 25 Oct 1944. Before that date, the Navy even avoided firing VT-fuzed shells near islands of the Pacific. Almost a million researchers, workers in production and assembly plants, ammunition handlers, Marine guards, and finally the men at the guns—shared some part of the secret of this devastating weapon, but to their credit the only clue to its existence was what seemed —to the Japs at least—fantastically accurate gunfire.



VT-FUZE DETAILS are sketched at the left. Heart of this pint-sized device is a set of tiny vacuum tubes, shown above with a pencil for comparison. Right, cutaway view of 5-in. shell shows space filled by the miracle fuze.

SANITATION PAYS OFF

Navy Also Winning Battle Against Tropical Disease Through Extensive Use of Preventive Measures

THE Navy while winning many battles at sea has also been winning a war against tropical diseases.

In the early years of the war disease came near gaining the upper hand. Malaria, the oldest enemy among tropical diseases, was also the worst. Late in 1942 the malarial incidence on one South Pacific island was 1,783 cases per 1,000 naval personnel there. Impossible as that may appear, it is nevertheless true, as the figure includes relapses of men previously afflicted.

On another island a little more than two years ago the figure was 250 cases per 1,000 men. Now it is about 4 per 1,000. Another island that once had a high incidence reports no cases at all since last November.

In 1942 and 1943 combined, the Navy took care of more than 97,000 cases of malaria. Now Navy doctors report new cases of the disease as almost nonexistent.

Dengue, described as the little brother of malaria, and which on one base caused 4,000 sick days in the first month and a half of occupation, is also disappearing. Dengue is not a recurrent fever like malaria but equally debilitating to an advanced base.

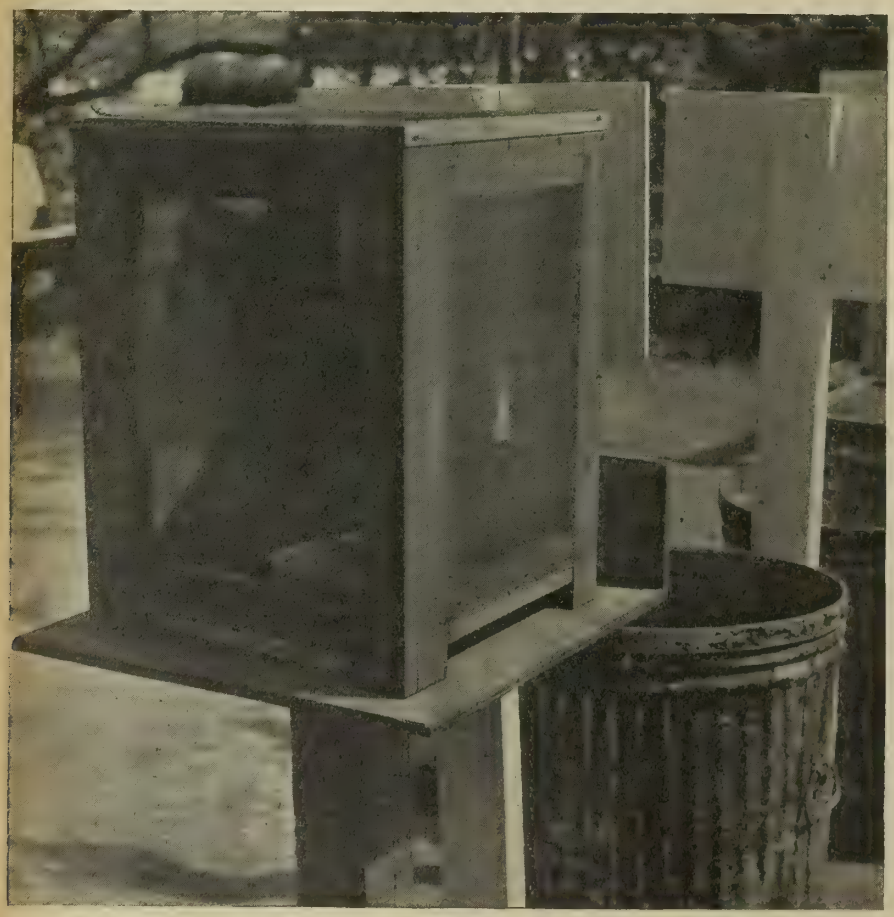
Dysentery, another dread infection, has been licked. No outbreak was reported in the Okinawa or Iwo Jima campaigns; in fact, few cases have occurred since Saipan.

Filariasis cases (about 8,000 Marine, 2,000 Navy) were confined to one island group—the Samoan—and may not be a problem again. Besides, science has learned how to avoid it where it is present.

The Americans haven't had as much trouble from scrub typhus as, for example, the Australians whose operations have been in infected areas.

An effective preventive measure—impregnation of clothing—has been discovered and is now used in areas where the disease may abound.

Snail fever (schistosomiasis), encountered first in the Philippines, has caused only 8 casualties among Navy and Marine personnel. Precautions have been adopted against any possibility of an increase.



Official U. S. Navy photograph

FLY TRAPS, built by men themselves, are necessary equipment to cope with tropical diseases, for the fly, like the mosquito is a dangerous enemy.

Now—how was this all brought about?

Generally, the Navy has had to become almost fanatically sanitation conscious. Initiated by the medical corps, the sanitation program had to be made effective through the individual endeavors of every officer and almost every man who went ashore on a tropical island ridden with disease.

Proper stoves have to be constructed to assure an adequate supply of boiling water; once this is accomplished, the paramount problem of keeping eating utensils and all cooking equipment sterile is made comparatively easy. Grease pits or carefully constructed pipe lines running to the sea must take care of waste water. "C" and "K" ration containers, boxes and tins, are burned out and then buried so insects will be unable to breed on any possible remaining food particles or water collected therein. Double fly screens are constructed at the entrances to mess halls, and mosquito nettings are made the standard canopy for cots. Garbage cans are rat-protected by platforms and covers before the garbage is later burned. Latrines are neatly constructed out of good lumber; solid, flawless lumber should be employed throughout important buildings and furnishings in all advanced base construction to prevent entry of disease carrying insects. Drinking water must be chlorinated.

DDT is responsible for a great deal of the lowering of disease through its lethal effect on insects. It is sprayed over whole islands from airplane, used in small spaces with hand sprays, and dusted in cracks and corners in powder form.

Wells, cisterns, pits, rain barrels and swampy areas are covered with a film of diesel oil or kerosene to discourage family-minded mosquitoes. Underbrush is cleared away from base areas and all trash is meticulously burned.

Rats are not excessively difficult to control. They love piled coconuts, garbage, and any accessible food stores. Remove their "restaurants," and the rats are removed. Rodent control teams have been assigned to the job of destroying rats.

Specifically, here are some of the ways each disease has been met:

Malaria has been treated with great effectiveness with the drug atabrine. The carrier of malaria is the anopheles mosquito, which bites only at night or in the dim light of heavy jungles. Its existence is made both precarious and brief by the methods described above.

Dysentery has been stamped out through general cleanliness and by constantly warring on flies which carry the germ. Particularly necessary is the speedy and deep burial of the dead, as a maggot can push its way up through six feet of loose sand or six inches of packed earth. Sodium arsenite has been found to be an excellent killer of flies.

Dengue's carrier is the aegypti mosquito, which is dealt with by the same methods as his brother anopheles.

Filiariasis (transmitted by a mosquito) has been met by segreation of personnel from the native areas where the disease is present. Oddly enough this mosquito never ventures far from its home, as contrasted with our own salt-marsh variety which can fly cross country as far as 50 miles. (For detailed information on this disease, and why it is on its way out as a menace to naval personnel, see ALL HANDS, July 1945, p. 12.)

Scrub typhus is carried by a mite (similar to the Florida red bug or chigger). It is a miserable disease and is accompanied by fevers which run from 103° to 106° for two or three weeks at a time. A method of impregnation of clothing with a chemical has been devised which keeps the mite off the body. However, the scrubby type of country in which it flourishes can be plotted by aerial photos, so that routes of traffic can be plotted around it.

Snail fever can be controlled by avoiding wading and bathing in fresh water streams and ponds and by chlorinating or boiling drinking water in the areas believed to be infected with the fever-carrying snails

Thus have the old bugaboos of the tropics been conquered. Add to that the fact that vaccines have made naval personnel immune to epidemic typhus, cholera, the plague, smallpox, diptheria, tetanus, yellow fever and typhoid, and that the sulfa drugs and penicillin have knocked out a host of other infections, and it's easy to realize that disease at last can be reduced to the status of a secondary enemy.

But disease of course plays no favorites, and sometimes it is on our side. Take the Kokoda Trail campaign in New Guinea, when 3,000 Japs attempted to cross the 10,000-foot Owen Stanley mountains to Port Moresby. None ever reached the port, and only 50 of the original force got back to their starting point, Gona. The majority of their casualties were caused not by the Australians, but by malaria, beri-beri, and starvation.

In Guadalcanal 20,000 Japs died of malaria. The same malady also played a decisive part in the campaigns of Bougainville, Western New Britain, Lae Salamaua, New Georgia, Rendova and the Admiralty Islands, afflicting far more of the Japanese than of our own men.

Although the problems of disease and sanitation are apparently gratifyingly solved in the Pacific, no one is sitting back and relaxing. Epidemics both of old and new diseases have a way of springing up unexpectedly when vigilance is relaxed. So the education of men must go on as before, and all personnel headed for advanced bases are instructed through classroom lectures, motion pictures and actual demonstrations. The ABPA (Advanced Base Personnel Administration) which is a part of the Pacific Fleet Service Force is one of the organizations specifically detailed to carry out this educational program and to maintain sanitation in all the bases.

Official U. S. Marine Corps photographs

PREFABRICATED mess halls were used by Marines to give personnel hot food indoors 24 hours after going ashore, reducing dysentery cases.

Official U. S. Navy photographs

SANITATION GREASETRAP (above) leaves nothing for insect to frolic in. Insect repellent is sprayed (below) on clothing used in advanced areas.

FUELING AT SEA

FUELING AT SEA was one reason our Navy was able to steam deep into enemy waters on strikes of record range. Here Independence gets her oil.

FUELING at sea, a technique developed by the U. S. Navy, played an essential role in our conquest of the vast distances of the Pacific.

Planning and training begun long before Pearl Harbor had perfected our crews in the delicate and potentially deadly operation and gave to our ships, even in the dark early days of the war, a range unparalleled since the days of sail.

Fueling at sea was what at first enabled our desperately outnumbered squadrons to strike deep into the heart of Japan's stolen maritime empire.

And fueling at sea was what later—when the Navy had grown to world-shadowing dominance—enabled us to batter unchallenged at the door of the Japanese homeland, with huge armadas keeping to sea for weeks and even months.

In the case of carriers and other plane-equipped warships, fueling at sea was the equivalent of moving a landing strip hundreds of miles closer to the enemy's ships and territory; a measure that compelled more frenzied withdrawal of Jap ships into home waters. This, in turn, tightened the American noose of blockade around the "sacred soil" of Japan and helped bring her to her knees.

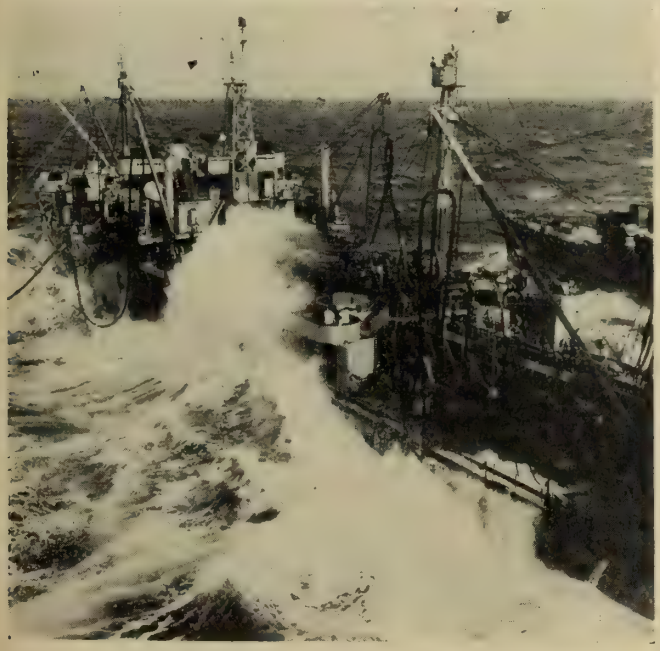
The accompanying photos show vividly the difficulty of the fueling operation when mountainous seas threaten momentarily to sever the hoses or to dash the ships together.

Seamanship, courage and training joined to make possible the vital feat.

Official U. S. Navy photographs

OFF OKINAWA the Washington takes on fuel from Kaskaskia. Calling for smartest kind of seamanship, fueling at sea would be hazardous even in calm waters were it not for well trained crews to whom this job is entrusted.

WATER SWEEPS across decks of a Navy tanker as seamen strive valiantly to bring in line from Yorktown during fueling in heavy sea. Several have lost their footing, hold on to railing to keep from being swept overboard.



TANKER Tallullah pumps fuel and gasoline to carrier Essex; second warship moves into position on other side.

LEXINGTON deck crew heaves on line to bring fueling hose from tanker. Work goes on despite the heavy sea.

BATTIN' THE BREEZE ON

Living off the Land

The Jap farmer was baffled. Daisy—or her Jap bovine equivalent—just wasn't giving out anymore, particularly for the morning milking. Something was hokey-pokey in Hokkaido.

Wisconsin-bred Oliver B. Rasmussen, ARM1c, laughed and laughed—from his hideout on the far side of the pasture. As unofficial tourist and unheralded guest of the Empire, he wasn't a moo-juice mechanic for nothing.

The 23-year-old flying bluejacket was dumped onto the countryside of Hokkaido, northern Jap Island, last July when the Helldiver on which he was crew crashed into a mountain in soupy weather. The pilot was killed; Rasmussen was cut and bruised, but his wits and resourcefulness escaped damage. For 68 days he lived off the country, and Daisy—or whatever her Jap name was.

"Every night I milked the cow and got along all right with what I could steal from cellars and take from gardens. I used to watch the farmer when he came out to milk the cow. He sure was puzzled," Rasmussen said.

Later, after an unsuccessful attempt to shove off for Okinawa in a stolen fishing boat, Rasmussen established himself in the hills near the coast and set up a route of five farms for nightly foraging visits. Here his high school track prowess stood him in good stead.

One night about 5 September, he said, "the Japs jumped me after a dog barked a warning. I lit out from there with yelling Japs chasing me. I outdistanced most of them easily, but one was quite a sprinter and nearly got me."

About 15 September, unchallenged American planes in the Jap skies gave Rasmussen the idea the war might be over. He headed for the beach, marked "Help" in big letters in the sand, and sat down to wait. A Jap farmer wandered by on 19 September and told him the war was over. Next day a U. S. Army team from Chitose started him back to his ship, the USS *Shangri La.*

Reunion off Okinawa

It was with gratitude that a mother, Mrs. Eugene F. O'Neill of Jackson Heights, N. Y., recently reported the meeting of her two sailor sons a quarter of the way around the world from home.

When the USS *Idaho* steamed back from Japan into Buckner Bay, off Okinawa, last 9 September, Radarman 2c Eugene J. O'Neill, 25, USNR, asked his OD if he might try to contact DE 369, the *Thaddeus Parker,* on which his kid brother, Gerard V. O'Neill, 19, S1c, was serving.

The OD. was sympathetic. A flash went out and, sure enough, the *Parker* was nearby. Soon a small boat was bobbing in the dark to pick up Jerry, routed from his sack.

Gene and Jerry, separated for 4 years, had an hour together. In his letter to his mother about the meeting, Jerry intimated the two old salts had a tough time keeping the briny tears off the *Idaho's* deck when they set eyes on each other.

"We hear a lot of griping, naturally, but in this instance there was nothing impersonal about the Navy attitude toward two brothers," Mrs. O'Neill commented.

No Bull—No More

It was a bull that kept them going.

The Japs used him to haul away the refuse from Narumi Camp No. 2 near Nagoya while the 283 American war prisoners stood by hungry-eyed, planning for the day that bull would make a feast in celebration of the end of the war and imprisonment.

When on 20 August the Japs paid up several years of back prison earnings (at 15 sen per day) and unlocked the gate, the liberated Americans pooled their resources and haggled down the price of the bull from $8,000 to $5,000. Disregarding sirloins, rib

roasts or any other fancy cuts, they butchered the beast and dumped all 700 pounds of meat into one big six-meal stew.

"Tough but tasty," the Yanks decided, and waved away the Jap prison guards who were on hand begging a chance to buy into the feast.

"We were so nearly starved that any man who missed as many as four meals in a row became too weak to get up again," L. W. Covert, 30, CRdM, USN, of Amsterdam, N. Y., said later.

"The hope of one day eating that bull was all that kept us going toward the end of our imprisonment."

Captain's Birth

That scramble among naval officers at National Airport, Washington, D. C. one day last month wasn't a clothes-donning race. It was simply the incarnation throes of a brand-new Navy captain, who landed at the airport a few minutes before as Lt. Comdr. David A. Hurt, USN, commanding officer of the submarine USS *Perch* lost in March 1942 in the Java Sea, and a three-year veteran of Jap POW internment.

You see, Capt. E. R. Durgin, USN, Director of Training, BuPers, was waiting with a captain's commission as a little welcome-home surprise for the submarine skipper. Mrs. Hurt, with their three sons, was carrying a dress blue jacket — resplendent with four new stripes, and a cap with the proper "scrambled eggs".

But Capt. Hurt stepped off the plane in a summer gray uniform. Capt. Thomas G. Reamy, USN, a fellow submariner and Naval Academy classmate, quickly stripped off the shoulder boards from his own gray uniform for Mrs. Hurt to install on her husband. The other officers in the welcoming party rose to the occasion, and soon the new captain was bedecked with all the insignia of his rank—shoulder boards, and eagles on his shirt collar and cap.

A Piece Apiece

Any collector of World War II souvenirs is asking for trouble if he

THE 7 SEAS

looks for the table on which Rear Admiral F. E. M. Whiting, USN, and Jap Rear Admiral M. Matsubara signed the papers surrendering Marcus Island to the U. S. on 31 August.

He'll have to get it from the 300 officers and men who were aboard the USS *Bagley*, scene of the ceremony, that day. Each of them is a proud part-owner of that table, and we do mean part-owner. . . .

As soon as the Jap envoys had left the ship, Admiral Whiting called for a ship's carpenter to saw into blocks the table which was set up under the *Bagley's* forward 5-incher for the surrender—one cube for each member of ship's company.

"Would the admiral consent to autographing the souvenirs?" asked an officer as the saw bit into the table.

"I'd be delighted," Admiral Whiting replied, and put in the next two hours writing his name on the historic hunks.

So Very Sorry

Meet Myota Aganaki, 20, private first class in the Jap garrison which surrendered Marcus Island 31 Aug

1945. He's the Jap Army's candidate for International Sad Sack.

Hawaiian-born of Japanese parents, Aganaki says his parents "talked him into going" to Japan to complete his college education after graduation from high school in Honolulu and two years' study at the University of Hawaii. He found himself in the Jap army soon after arrival, because Hirohito said his parentage made him a Japanese citizen too.

Aganaki was hungry and ailing like all his fellow soldiers when surrender ended their three-year stay on isolated Marcus. Unhappy Aganaki told a Navy correspondent he's afraid Uncle Sam won't let him go back to Hawaii.

"I certainly don't want to go back to Japan. I wish I had never gone there in the first place. If I hadn't, I would have been an American soldier like my school friends," Aganaki said.

Easy Come, Easy Go

Last 19 May the Navy Hydrographic Office announced discovery of a new islet—named Carabobo for the Colombian gunboat which made the discovery, located near the northwest coast of Colombia.

That's in the Gulf of Darien, off Point Sabanilla, but don't look it up on your map.

In July aerial photographs of the volcanic islet, 100 feet long, 65 feet wide, rising 13 feet above sea level, disclosed that it was disintegrating. When the Navy looked again on 6 August, Carabobo had vanished.

Let Joe Do It

Any sailor who's been out of sight of land knows the Navy runs on coffee. But here's a story about jamoke that beats all so far. Penned up in Japan four years, it came out when Brig. Gen. Samuel L. Howard returned from Jap imprisonment last month.

Coffee, the general says, turned sailors into land troops to hold back the Jap advance in the jungles of Bataan until they could be relieved by the Philippine Scouts. Under Comdr. Francis J. Bridget, a flying officer who later died en route to Japan on a prison ship, the sailors dyed Navy whites with coffee to blend them with the colors of jungle vegetation.

Seven hundred bluejackets took part in the tooth-and-toenail defense of the Rock, when everything at hand was thrown into the fight to keep Old Glory flying. Some donned Marine combat suits and manned Army artillery and two naval officers lost their lives storming a Jap machine gun nest.

Mate's Mate

Ever try being father, mother, brother, son and friend all in one?

Jim McDaniels, PhM3/c, at the San Diego Naval Hospital, fills the bill for Chief Machinist's Mate Charles V. March, USN (Ret), a hemiplegia patient at the hospital since 1938.

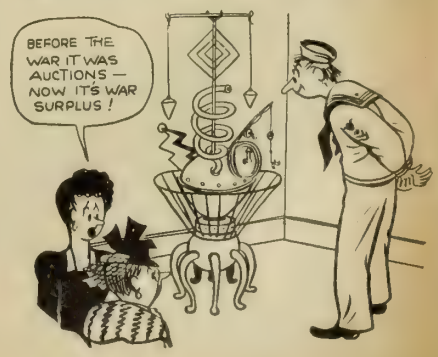
Besides paralyzing his entire right side, the chief's ailment has affected his vocal organs, but with Jim's help his spirits are high. With his good arm, he waves to passing friends and smiles as best he can. All who know him call him "Pop".

Pop's condition requires the special attention of one who understands his ailments, needs and desires. Assigned to help the chief a year ago, Jim McDaniels enjoys his company and now can carry on a practical conversation with him by means of sign language. Through imagination, psychology and a bit of mind reading, Jim fulfills his patient's desires.

Not long ago orders came through to transfer the corpsman to another ward. Pop cried "like a baby" when he heard the news of his friend's leaving. The ward medical officer, learning of the transfer, asked that Jim stay, pleasing both Pop and Jim. "Shucks," says Jim, "I'm his man."

Seabee Can-do

To date no one has signed affidavits confirming this tale, but it could be because it involves a Seabee with a lot of gadgets. When he returned from overseas his wife, having read so much about Seabees, suggested he build her a washing machine. So he dumped countless surplus property contraptions in the middle of the living room and began can-doing. His wife thought it was a depth charge, but she tossed some clothes into it and waited. The family pooch was the first to evacuate, staggering onto the lawn, there flopped making strange noises. Two days later, when the neighbors decided to investigate the celebration, they found the Seabee and his missus sprawled on the floor squeezing the drippings of soaking clothes into gaping mouths. Said the Seabee to his visitors as he handed them some wet shirts: "Have a drink. Made a shtill. Musht be my subconscious."



SEA LANE VIGILANTES

Armed Guard on Merchantmen Played Vital Role In Delivering Goods for War Around the Globe

IN the log of World War II is an early entry that reads like this: The United States became the arsenal of democracy producing for liberty-loving nations the goods essential to the successful prosecution of the war against agression.

Today you can add: Goods delivered in time.

And one great reason why the goods were delivered is the Armed Guard, the Merchant Marine's bodyguard that, in the days before adequate escort ships and planes, stood as virtually the lone defense of our supply lines through successive U-boat forays.

Ranging north and south, east and west, to remote "whistle stops" of the world unknown even to ubiquitous Navy ships, the men of the Armed Guard went to work at a time when no insurance man would have wagered much on their life expectancy.

They started as a small band, with scanty training. But by the end of the fighting they constituted one of the largest and most specialized outfits in the service.

They put to sea in ancient ships armed with ancient guns. And they battled the U-boat when it was its deadliest, when it was making the eastern seaboard a graveyard of blasted hulks.

"You can tell them all that we are going to sea again. They can't stop us with a couple of torpedoes. . . ."

They fought back against submarines, contemptuously striking on the surface. And they fought back with .30- and .50-caliber machine guns and 4" and 5" guns which were too obsolete for warships.

They sailed when they knew that long black shadows were waiting beneath the waters outside of New York harbor and Lynnhaven Roads and even in the estuary of the Mississippi River. But they sailed.

And when they died they died as seamen—on a rusty old freighter which a torpedo smashed and jarred apart, or a tanker which burst into a cascade of flames—in a chaos of their wrecked ships or in the oil-covered waters. They starved to death or died of thirst in the tropics or froze to death on life rafts in the Arctic Ocean.

The loss of ships and cargo they carried was deplored throughout the nation, but the men died in obscurity and loneliness.

But—the guns improved, and the crews grew in size. Soon the subs would not come to the surface any more. Life expectancy in the Armed Guard was on the increase.

"We may not be the fanciest outfit in the world—but show me another gang of salesmen, farmers, newspapermen, teachers, and lawyers that have knocked off as many U-boats and planes . . ."

The scope of their travels was on the increase. U-boats became but one among many predatory dogs of war. There was the Luftwaffe in the Mediterranean and the Luftwaffe along the gale-swept trail to Murmansk. Out in the Indian Ocean, the Pacific, and the Bay of Bengal there were Jap planes, also Jap raiders and cruisers in addition to Jap subs.

In September of 1942 the Armed Guard of the ss *Stephen Hopkins*, a Liberty ship, in an heroic and epic 20-minute battle sank with her 4-inch and 37-mm. gun one German armed

AT GENERAL QUARTERS (below), Armed Guard helped beat off enemy subs and planes, keep supply lines open.

Official U. S. Navy photographs

ARMED GUARD crews, serving aboard more than 4,000 ships at midsummer, 1945, are now being disbanded.

raider and probably damaged another. The action took place in the South Atlantic between Capetown and Rio de Janeiro.

The *Hopkins* was herself quickly riddled by the superior fire power of the raider, but the crew stuck to the guns until ammunition was exhausted and the magazine was finally hit and exploded. The Armed Guard officer, Ens. Kenneth M. Willett, who kept firing though wounded, and was last seen trying to launch life rafts, was awarded the Navy Cross. Five of his crew survived, these after a 31-day voyage in an open boat to Brazil.

Casualty rates varied throughout the war. For weeks at a time the survivors section of the Armed Guard Center, Brooklyn, would have no business at all. But after a long lull, the survivors this past winter and spring began again to stream home in a manner tragically reminiscent of early '42.

1,810 Casualties

Through 30 June of this year 1,810 officers and men of the Armed Guard were reported killed or missing, and 41 were or had been prisoners of war. This very high incidence can be better appreciated when it is understood that the average unit was 25 men, and in almost all sinkings more survived than were lost.

On the asset side it wasn't so long after Armed Guard got in full swing that more and more merchant ships were returning to port with swastikas and rising suns painted on the gun tubs and funnels. And the crews were being awarded and commended for acts of heroism.

By 30 June, 7,728 awards, from the Navy Cross to service record entries had been conferred, and 24,273 personnel were authorized to wear operation and engagement stars.

With the posthumous award of the Navy Cross to Ens. Kay Vesole, of Davenport, Iowa, was this citation: "For extraordinary heroism as commanding officer of the U. S. Armed Guard aboard the SS *John Bascom* when that vessel was bombed and sunk in the harbor of Bari, Italy, on the night of Dec. 2 1943. Weakened by loss of blood from an extensive wound over his heart and with his right arm helpless Ens. Vesole valiantly remained in action calmly proceeding from gun to gun directing his crew and giving aid and encouragement to the injured. With the *John Bascom* fiercely ablaze and sinking, he conducted a party of his men below decks and supervised the evacuation of wounded comrades to the only undamaged lifeboat, persistently manning an oar with his uninjured arm . . ."

They saw hundreds of thousands of troops safely overseas by manning the guns both on Army and War Shipping transports. They saved many transports and untold numbers of lives of soldiers by fighting off planes, submarines, and E-boats. Particularly vital was the service they rendered in this respect during the great invasions of the war.

They manned the guns not only on American ships, but also on ships flying the Belgian, Brazilian, Chinese, Dutch, Greek, Italian, Latvian, Norwegian, Panamanian, and Polish flags. They tasted a shipboard bill of fare which ranged from bird's nest soup to ravioli.

On 4,000 Vessels

As of the end of this June more than 4,000 vessels were in service with Armed Guard aboard, and 6,200 had been armed during the war.

And—144,857 personnel had been assigned to Armed Guard duty by the end of June.

Actual arming of merchant ships started 18 Nov 1941, the day the President signed the repeal of the Neutrality Act, although preliminary organizational steps had been initiated during the summer.

A modest pattern for Armed Guard had been set in the last war when 384 merchant vessels carried a Navy complement and guns. The first such ship to be armed was the SS *Manchuria* of the American Line, which put to sea with her armament in March, 1917.

The global nature of World War II made it necessary to dwarf 1917 quantities of ships and quality of armament. In the first rush to protect our

ships in 1941 the bottom of armament barrels literally had to be scraped.

Yet modern rapid-firing and heavy-caliber weapons, when they became available, were given to the Armed Guard, and by this summer a total of 45,157 guns had been installed on merchant ships and Army transports. They comprised these types: 5"51, 5"50, 5"38, 4"50, 3"50AA., 3"23, 6 pounder, 40-mm., 20-mm., .50 cal., and .30 cal., plus pistols and rifles.

A Liberty ship mounted eight 20s, a 3"AA. and a 4", or a 3"AA. and a 5", or possibly three 3" guns and a 5" or 4".

The Armed Guards never had the advantage of modern fire control devices. They depended rather on local control at each gun station, and a battlephone circuit to the bridge. Even so, the sharp eyes and training of the gunners made up for what was lacking in scientific equipment, and officers and men with Armed Guard experience became sought after by ships of the fleet.

"One Nip came in so close we could have almost reached out and touched him. We shot off his tail assembly . . ."

Training of crews was perforce ephemeral at first. A few weeks in gun sheds at Little Creek, Va., and the pioneers of the Armed Guard were rushed off, still a bit dazed, to battle against what was then almost insurmountable odds.

Schools, however, sprang up with amazing rapidity. Schools and firing ranges started at Norfolk, Chicago, Gulfport, New Orleans, San Diego, New York and San Francisco. During the past fiscal year officers were trained at the rate of 192 a month and men at 3,000 a month. During the peak of the training program 360 officers and 4,400 men were trained per month. Officers were usually over 30 years old, while the men varied from 17 to over 40, the youngsters predominating.

Instruction constantly improved and became more routine and exact as experienced officers and men returned to teach. When such battle-tested veterans arrived, they were usually introduced to their class with some such understatement:

"This is Smith—he came back."

By late 1943, an officer knew almost everything concerning the functions and problems of Armed Guard after his two months' instruction, and the men were given a concentrated course on guns and gun mechanisms.

Varied Skills Needed

Rates to be found in an Armed Guard crew were Gunner's Mate, Boatswain's Mate, Coxswain, Signalman, and Radioman. The officers not only had to know enough about these rates to give their men examinations for advancement, but in their varied knowledge they also had to have understanding of communications, first aid, seamanship and navigation.

The Armed Guard as a self-contained and independent unit was a natural for the fostering of esprit de corps. The average Armed Guarder came to be as proud of his duty as those in a similar "silent service," the submariners.

"At times bombs fell around us like hailstones. . . . we just kept those guns barking at the Jerries. . . ."

Even when we were getting the upper hand in the war against the U-boats, Armed Guard continued to be hazardous duty. A large number of ships carried high-octane gasoline and high-explosive cargoes, and even if the route was through a "quiet area" the ever present danger of accidents and collisions were as much a threat as the enemy. Many personnel were lost in shipwrecks and fires.

One merchant ship ran aground within yards of the coast and pounded to pieces before rescue could arrive. Only two gunners survived that disaster. A Liberty broke in two in a wild North Atlantic gale. The entire Navy and merchant crew huddled on the careening stern for more than a day and a half before a corvette could get a line to them. All were rescued.

When the ships made port and began to discharge, dangers were not necessarily at an end. Ask those who called at Antwerp or Naples or Anzio, Oran, Suez, Murmansk, Noumea, or Malta. And in numberless foreign ports where direct attack was unlikely, the possibility of sabotage had to be guarded against with constant vigilance.

All was not combat in an Armed Guarder's life. But always there was waiting and an unexpressed and often unrealized current of tension, whether during the long morning and evening periods of general quarters or at chow time or even in the hours of off duty, letter writing, and reading.

The hull of a merchant ship is not a very thick affair—and almost constantly there was the waiting for the torpedo, the aerial bomb, or even the prow of a neighboring ship in the convoy to come smashing through.

"It was light 20 hours a day . . . we were on the guns for 36 hours at one stretch, ate and slept right on the gun decks . . . one day nearly 100 planes hopped us, Hitler really wanted to stop that convoy . . ."

When the merchant ship came home for another cargo the men had a great feeling of accomplishment. Not only had they seen several thousand tons of war supplies come safely through the perils of the weather, the sea, and the enemy, but they had come through it themselves. They had a right to feel more than ever proud of their branch of the service.

They came home on leave or perhaps only extended liberty—home to Centralia or San Francisco, Upper Darby or New York City—to tell tales worthy of sealore traditions: of how they had ridden camelback in Egypt, or climbed the Eiffel Tower in Paris, or eaten water buffalo meat in South Africa, or visited the burning ghats along the Ganges River, or tasted fish and chips, ginger beer and porridge in England or bouillabaise in Marseilles, or bargained in Ceylon for rare sapphires and rubies.

If they were on survivors' leave their stories were proportionately more breathholding:

"The ship was sinking so rapidly that I just had to step into the water rather than jump . . ."

"We were machine gunned after we took to the life boats . . ."

"I floated for three and a half hours in the North Sea before they picked me up . . ."

Soon after the Japanese surrender, Armed Guard crews and their guns began to move off the ships they had served so well.

Aside from these things, all that remains of the Armed Guard are the various tasks of physical disposition, the voluminous files in the Navy Department, and a lurking nostalgia in the hearts of those who were a part of it, who helped deliver the goods which won the war.

NAVY CREW reports aboard ship that formed part of United Nations supply line. Armed Guarders served also on ships flying flags of other Allied nations.

'WE MAKE HER GO'

That's the Boast—and Motto—of the Engineers; Here One of Them Tells How They Lived Up to It

The following article, picturing a phase of naval service that helped to win battles but seldom made the communiques or headlines, is an excerpt from a letter written by an officer in the engineer department of a CV in the Pacific.

HERE we are, an integral part of a battle task force. You look around—over there another carrier, here a cruiser, that way a battleship, in this direction a destroyer, racing back and forth looking for enemy submarines, like a dog on a criss-cross scent.

The whole group looks pretty ominous as it steams swiftly and silently along through waters that might hold anything. Quiet prevails, as radios are mute. Signaling is done by means of lights and flags.

The other carrier, there—she looks very big, very capable, very dangerous. You know that from a distance you look the same. It makes you feel good—important. You're ready, you're fit.

No time to stand around, though. You tour the hangar deck, then up and around the flight deck. Your directions are purposeful, for you're inspecting equipment for whose functioning you are responsible. Deck lights, landing signal gear, and much more. Then through the island structure to the signal bridge; further up to the navigation bridge, into the pilot house: the navigator's electrical gadgets, the steering gear, the telephones, compasses, searchlights, engine-order telegraph, literally dozens of signaling devices.

Out again, you swing aloft, looking over certain things at the top of the smoke stack. Maybe you climb higher, up the mast, crawl out on the yardarm to inspect the newly installed circuit, then further up still to peer closely at the truck light. You look down—far below, the hull of your ship. Planes on deck, little people hurrying about.

Now look out across the blue (or green, or black) water that stretches for thousands of miles around. A periscope? No, just the reflection of sunlight on a wave tip.

The ship's bell clangs seven times. You are to take over the watch below in 15 minutes. Down, down, down. Into your room, a quick shift to dungarees. You reach the door, then stop for just one minute, perhaps only 40 seconds. Why? Well, you're alone, so let's say a prayer.

Once more, down. Through the little scuttles, securely locking them over your head as you descend the iron ladders. Finally you're there, in the engine room. That familiar odor of hot oil, the heavy throb of the powerful turbines driving the big ship along at high speed. A dozen or so sweaty men (no light perspiration here) each at his appointed task.

Now the officer of the watch comes over to you—or, you step up to his log desk. He tells you everything that has happened—the ship's speed, what pumps and other auxiliaries are on the line; about the engines. You listen intently, nod, ask a question or two. Satisfied that you understand the situation, you say:

"You are relieved."

Oh, fateful words. You didn't have to say them. No one can make you do so. Any dissatisfaction with developments, anything left undone, anything being improperly handled, and you not only may, but should, refuse to take over until all has been cleared. You don't have to accept any other person's responsibilities. But in turn, you must stand four - square on your own. Once you have relieved the watch, it's all in your hands. Your baby now. Four hours to go. You stand behind each throttleman in turn, watching as he feeds the steam — 600 pounds per square inch, 850° superheat temperature, flashing through those valves and pipes.

The boast of the engineers is now yours to protect: "We answer every bell." The engineers' motto cannot be scorned this watch: "We make her go."

Don't know what is happening topside now. Enemy planes, with a deadly load to drop? Straddle fire from a pogoda-masted battleship? Choose your maneuvers, Captain—fast turn, flank speed, stop, back, full speed ahead—just ring that engine order—she'll be going where you want while the note is still sounding.

Now for an hour of close inspection. You gaze at the throttle board with its hundred instruments — gauges, thermometers, mercury tubes, clocks. Flashlight in hand, you visit every spot, look at every thermometer, every oil sight, feel every bearing.

Others come and go, taking over posts. You are notified of every move.

"I've been properly relieved on No. 3 pump, sir."

"Very well."

"I've been properly relieved on No. 7 booster, sir."

"Very well."

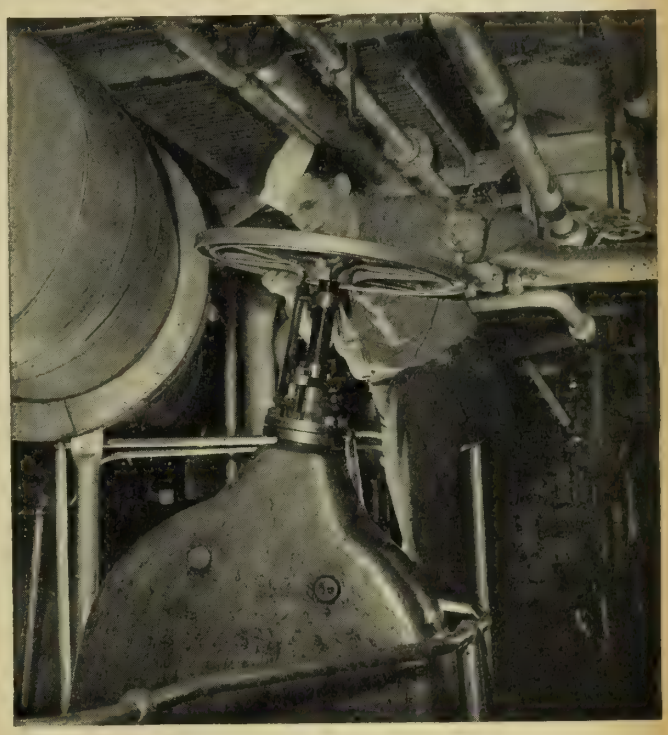
You post the log from time to time. No mistakes here, either, for it's a permanent record. You'll sign it when you leave. . . . QUICK! WHAT'S THAT?

A strange noise in this hum! Like a shot you're down the ladder—no steps, just grab the handrail and slide. Hit the deck and jump—you're shutting off live steam in the broken line almost before the others reach it, but not quite. They were closer, and they move fast, these men.

Fast now! Open the auxiliary line, there. We'll pull this valve and repair it hot. Why? Say, don't you remember? "We answer every bell." No shut-downs here. No sissy calls to the bridge.

"We have to secure No. 4 engine."

And leave the Captain handicapped if he suddenly needs every ounce we've got? Do it hot, use the emergency, keep her in full blast.



Official U. S. Navy photograph

FIREMAN swings the wheel to close a huge valve on a CV.

"Hey, YOU! Put those gloves on. Wanna lose both hands?"

"Give me that socket wrench, sailor."

"I'll do it, sir."

You bet he will—and do it well.

Twenty minutes later you step back. You're hoarse, dripping from head to foot. You look at one another and grin. Hold up your casualties—a burned wrist, a sprained finger, a cut thumb. Not even worth a trip to sick bay—our first-aid kit will do.

Who's that coming down the ladder? Your relief. Another four hours of night steaming under your belt. You tell him everything that has happened—the ship's speed, what pumps and other auxiliaries are on the line; about the engines. He listens intently, nods, asks a question or two. Satisfied that he understands the situation, he says:

"You are relieved."

BOOKS: THESE MAKE GOOD CHRISTMAS GIFTS

THE BOOKSHOPS on Main Street aren't ready yet with their Christmas displays but here are some long guesses about what books will be in the store windows and on the crowded tables inside when the Christmas shoppers start pouring in.

Even if you are nowhere near a book counter you can still buy books as Christmas presents, and for everyone in your family, including three-year-old Betsy (there's a shortage of toys again this year).

If you're far away from Main Street when you read this, you can place your order through ships' stores or ships' service stores, or through your favorite bookstore back home. Also, *The Leatherneck Magazine* (1121 14th Street, NW, Washington 5, D. C.) and *The Infantry Journal* (1115 17th Street, NW, Washington 6, D. C.) will take orders if you enclose the cost of the book. Dividend coupons of 15%, which may be used to purchase additional books or for refunds, are issued by *The Infantry Journal.* This applies not only to the books listed below but to any other books if you know the author, the title and the price.

To help you select the right book for the right person, brief descriptions of some likely gift books follow. In addition, the books for young people are arranged by age groups. Some of the books have recently been added to ships' libraries and you may see them there before you choose.

Picture Books (Kids 3-6)

TOO BIG by Ingri and Edgar d'Aulaire (Doubleday, $1.). Imaginative humor that appeals to the small child who knows what it is to get too big for his clothes and perhaps too big to ride on his dog.

MUGGINS by Bianca Bradbury (Houghton, 85c). Muggins is an appealing black kitten who will certainly win the heart of any little three- or four-year-old.

SING MOTHER GOOSE by Opal Wheeler (Dutton, $3.). Enthusiasm for Mother Goose rhymes begins very young and a book with music and words and illustrated in color is a natural.

PRAYER FOR A CHILD by Rachel Field (Macmillan, $1.50). One of the loveliest of books for children. Appealing illustrations and a prayer actually written for one child but with meaning for all.

CLEAR THE TRACK by Louis Slobodkin (Macmillan, $1.50). Young Mike conducts a living-room tour on his own locomotive.

Stories for Kids 6 to 9

ANIMAL STORIES by Georges Duplaix (Simon & Schuster, $1.50). There are very few boys and girls who do not go for animal stories, and this one is both humorous and out of the ordinary.

THE DRAGON FISH by Pearl S. Buck (Day, $1.50). Little girls of 7 or 8 will almost surely like the story of how a lonely little Chinese girl and equally lonely Alice became such fast friends.

SMALL RAIN by Elizabeth Orton Jones (Viking, $2.). These are verses from the Bible with beautiful illustrations that give to some of this great poetry a meaning and understanding that is within the realm of a young child's experience.

A CHILD'S BOOK OF CHRISTMAS CAROLS (Random House, $1.50). A lovely book in a series which also includes *A Child's Book of Prayers, A Child's Book of Hymns* and *A Child's Book of Bible Stories*, all at the same price. The illustrations by Masha are done in delicate pastels decorated in gold. This is a series especially suitable for little girls.

THE GOLDEN DICTIONARY edited by Ellen Wales Walpole (Simon & Schuster, $1.50). For youngsters just starting to school, having a dictionary of their own that illustrates words in terms they can understand should provide both entertainment and education.

Growing Up (Age 9-12)

THE ANIMALS' CHRISTMAS edited by Anne T. Eaton (Viking, $2.). An ideal Christmas gift book made up of poems and stories of Christmas.

JUNIOR MODEL PLANES edited by James D. Powell (Crowell, $1.50). A good boys' how-to-do book on a popular subject for resourceful and clever American boys.

LAFFY by Iris Vinton (Dodd Mead, $2.25). The story of a little white and brown dog who becomes the mascot of Pier 88 Diving School. Interesting both as a dog story and as an account of modern-day salvage methods.

SING FOR AMERICA by Opal Wheeler (Dutton, $3.). This one, along with *Sing for Christmas*, by the same publisher and at the same price, includes familiar songs with music. They make excellent gifts for the musically inclined young person.

HUNDRED DRESSES by Eleanor Estes (Harcourt, $2.50). A simply told story for little girls that will bring to even the young reader the importance of tolerance and understanding of others.

Books for the Teens (12 Up)

TALL TALE AMERICA by Walter Blair (Coward McCann, $2.50). A good mixture of fancy and fact from Davy Crockett up to the little man of 1943 who braves the Pentagon. Boys will get a kick out of this.

THE SILVER PENCIL by Alice Dalgliesh (Scribner, $2.50). A good modern story for a girl just turned teen-age.

MY FRIEND FLICKA by Mary O'Hara (Lippincott, $3.). A special gift edition that should please any boy or girl with a fondness for horses.

STORM CANVAS by Armstrong Sperry (Winston, $2.50). The story of Capt. Blythe of the Navy's frigate *Thunderbolt* and a young stowaway who had his share in the sea battles of 1812.

SILVERSIDES by Robert O. Trumbull (Holt, $2.50). Submarines seem to have been the "mystery ships" of the Navy and of World War II. Now that their stories can be told, they should have a fascination for boys of all ages. This book is a new one, based on this war and only recently released.

ALL-AMERICAN by John R. Tunis (Harcourt, $2.). Tunis' name guarantees a good sports story, in which sportsmanship and true democracy play an important part. His other books, such as *World Series and Rookie of the Year*, are priced the same; deal with youth, sports and sportsmanship; are all popular with boys.

Fun for Grown-Ups

FUNNY BUSINESS edited by Derickson & Bailey (Whittlesey House, $2.50). A 1945 collection of cartoons from *The Saturday Evening Post.*

OUTSIDE EDEN by Isabel S. Rorick (Houghton, $2.). A return engagement of the popular Mr. and Mrs. Cugat. This makes good reading aloud.

THE FIRESIDE BOOK OF CHRISTMAS STORIES (Bobbs-Merrill, $3.50). This appears to be an unusually fine collection, and includes both the Matthew and Luke versions of the Nativity.

JANUARY THAW by Bellamy Partridge (Whittlesey House, $2.75). Complications in plenty for the Gages when the strings attached to their home in Connecticut appear in the form of Mr. and Mrs. Rodewood who refuse to budge from the best bedroom.

THE WHITE DEER by James Thurber (Harcourt, $2.50). This is expected to be one of the most popular books for Christmas 1945. It is called a "fairy tale for grown-ups"—written, of course, in the inimitable Thurber style that *New Yorker* fans know well.

THE EGG AND I by Betty MacDonald (Lippincott, $2.75). Day-to-day life on a chicken farm told with exuberance and humor and a marked distaste for chickens and their products.

TRY AND STOP ME by Bennett Cerf (Simon & Schuster, $2.50). A motley array of humorous yarns and anecdotes that has something for almost any taste—lots of fun to read aloud.

Some New Novels

THE WHITE TOWER by James R. Ullman (Lippincott, $3.). Dramatic story of a young American flyer forced down in neutral Switzerland where he finds the village and friends of peacetime days and has the urge to scale the unconquered peak, "White Tower." This was the September Book-of-the-Month Club choice.

THE HIGH BARBAREE by Charles Nordhoff and James Norman Hall (Little Brown, $2.). "The High Barbaree" is the half-legendary island in the Pacific where Alec Brooke's past, present and future merge together after his PBY is forced down. By the authors of "Mutiny on the Bounty."

CASS TIMBERLANE by Sinclair Lewis (Random House, $2.75). A realistic story by one of America's top novelists. This was the Book-of-the-Month Club selection for October, and has already been bought by MGM for the movies.

RICKSHAW BOY by Lau Shaw (Reynal & Hitchcock, $2.75). Set in Peking, this is not a war story but the personal experiences of Happy Boy whose ambition to own his own rickshaw gets thwarted, but who never quite loses his gleam of hope for the future.

ROOSTER CROWS FOR DAY by Ben Lucian Burman (Dutton, $2.50). The story of "Little Doc," with his love for the Mississippi but a thirst for knowledge that takes him adventuring to Africa. By the author of "Steamboat 'Round the Bend."

For Varied Tastes

THE BIBLE AND THE COMMON READER by Mary Ellen Chase (Macmillan, $2.50). An excellent interpretation and appreciation of the Bible, by an outstanding literary personage.

RED PONY by John Steinbeck (Viking, $5.). A beautiful gift edition of the now quite familiar Steinbeck story of a boy and his pony.

MASTERPIECES OF PAINTING FROM THE NATIONAL GALLERY OF ART edited by Cairns and Walker (Random House, $6.50). With 85 color plates illustrating Western painting from the 13th century on.

LOCK, STOCK AND BARREL by Douglas and Elizabeth Rigby (Lippincott, $5.). All there is to know about the whys and wherefores of collecting and what makes a "collector" tick.

TOMORROW'S HOUSE by George Nelson and Henry Wright (Simon & Schuster, $3.). Ideas for that "dream home" of the future. Answers questions on how to combine function and beauty.

SHORT STORIES OF HENRY JAMES edited by Clifton Fadiman (Random House, $3.). A collection of the best by James with the "Information Please" master-of-ceremonies doing the editing.

THE VIKING BOOK OF POETRY OF THE ENGLISH-SPEAKING WORLD edited by Richard Aldington (Viking, $3.50). The title pretty well covers this—it's an excellent anthology for the home library because of its rather large coverage.

THE PERENNIAL PHILOSOPHY by Aldous Huxley (Harper, $3.). Excerpts from the religious writings of 2,500 years chosen for their "intrinsic beauty and memorableness."

Biographies

A. WOOLLCOTT, HIS LIFE AND HIS WORLD by Samuel Hopkins Adams (Reynal & Hitchcock, $3.50). If there's an Alexander Woollcott fan in your family, he'll find good reading in this biography.

AGAINST THESE THREE* by Stuart Cloete (Houghton, $3.50). A noted novelist and native South African writes of the three men who have so strongly influenced the development of South Africa.

MY WAYWARD PARENT: IRVIN S. COBB* by Elizabeth Cobb (Bobbs-Merrill, $2.50). A sure-fire hit for any Cobb enthusiast. Written by his daughter.

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*Reviewed in last month's issue of ALL HANDS, p. 35.

Souvenir Books Offer Useful Record Of War Service With Ship or Station

Many fine souvenir publications prepared by and for personnel of Navy ships and shore stations have been received by BuPers and ALL HANDS magazine in recent months. These publications vary from a 40-page booklet of the life and times of a light minelayer to a leatherbound 272-page job with color photography, the product of a carrier's ship's company.

Although official Navy funds cannot be used for such publications, there are acceptable methods of financing these books, and the Welfare Activity of BuPers encourages such efforts by ship's companies to provide literary souvenirs of their Navy days, either for themselves or friends, or to send to next of kin in remembrance of dead shipmates. There is more time to produce such souvenirs, now that war duties are ended, but no time should be lost in beginning, if a book is desired.

To assist in the initial steps of preparing souvenir books, regardless of size, below are listed under topical headings some suggestions gleaned from a study of publications in the ALL HANDS office.

FINANCING: Official funds cannot be used for the purpose. The most obvious method of getting money for such books is to use surplus welfare funds. Another means is to go ahead with publication and then sell the books to personnel. There are some commercial printing firms which assume initial publishing costs, figuring on making a profit by selling a certain number of books. The CO may deal direct with any printer he chooses so long as he uses no official funds. In all cases every effort should be made to get a reliable printer. Such printers can be of great assistance in solving technical and sometimes even editorial problems. (BuPers cannot recommend specific printers.)

It is important that all naval stations in the continental United States observe the following stipulations laid down in a memorandum by H. Struve Hensel, Undersecretary of the Navy.

"To eliminate complaints with respect to solicitation activities," wrote Mr. Hensel, "and to avoid the appearance of sponsorship of such ventures by the Navy, it is directed that no further agreements be entered into by commanding officers with such concerns. However, where commanding officers are satisfied as to the bonafides of the venture, they may permit, subject to security regulations, the compilation of such books by any reputable private concern from material obtained on the station, only when the sale and distribution of the publication to naval personnel and their families is by and through the Ship's Service department of the station. In such cases no solicitation of subscriptions from personnel by the concern or its representatives will be permitted on the station. Neither will the home addresses of personnel nor the names and addresses of their families or friends be furnished under any circumstances.

"Any arrangement between such a publisher and the Ship's Service department, shall be on the same basis as any other usual and ordinary commercial transaction, but not as a concession or guarantee."

SIZE: The size of the souvenir publication is often determined not merely by available funds. Frequently the amount of material, pictures, facilities are important factors. The paper shortage has eased so that point is no longer the bottleneck it once was. There is no objection to a book being large or fancy—it's the men's money and they're entitled to the best they can afford.

MATERIAL: The best results in written copy have been obtained in writing from the point of view of enlisted personnel and junior officers rather than from the outlook of "brass." The "shirtsleeves" style is more authentic and usually makes for livelier reading. As with the text, the pictures should afford complete coverage as far as possible, ranging from action scenes to closeups of personnel. Lively cartoons give a spicy flavor to such publications, but not if they are crude or vulgar. The acid test for any feature is, "Will it be just as interesting and understandable 10 years from now as it is today?"

One special editing hint—don't go in for fancy curlicues and tilted pictures if it means making the picture smaller. The men want their faces in the pictures as large as possible. Also employ the technique known as "cropping." Just because you have a picture with a lot of extraneous matter showing is no reason you have to use it—"crop down" to essentials, and if you cut away half of the picture, what you have left will appear twice as big as it would otherwise.

With the end of the war many pictures previously classified are now available for publication. Since pictures greatly determine the appearance as well as interest of the book, every effort should be made to get pictures of good quality. (You may find the nearest Public Information Office [Navy Press Relations] able to help you get pictures of battle action or landings in which your unit figured.)

OVER-ALL APPROACH should be a happy medium between cold departmentalization of the ship's activities and an illustrated history of its career. Some books, like high school and college annuals, show individual pictures of each crew member. Some have a chronological history of events. Some do a more-or-less literary account designed to capture the spirit and color of the war days. Some evaluate seriously the contribution of the ship or activity to the war, so the owner of the book may take rightful pride of the part he played. Nearly all picture the ship or a favorite view of the station, and other photographs that will bring back memories in later years. Most books have room for autographs (and home addresses, in some cases).

WHAT'S THE ANSWER?

News Test

It is not an exaggeration to say in Winston Churchill fashion of the months dating from 1 April of this year that never before has so much history affecting so many been made in so short a time. These questions are related to names and events that were news during this period.

1. Now a U. S. super-troop carrier but once upon a time the pride of the German fleet and one of the largest ships in the world is the (a) Hindenburg, (b) Bismarck, (c) Europa.

2. The Japanese kimpai has been ordered to disband. The kimpai is the (a) mombatsu and kambatsu combined, (b) same as the German gestapo, (c) the Japanese regular navy.

3. These five men are undoubtedly so well known to you by now that you call them by nicknames. Can you match these correctly?

(a) Blood and Guts	(1) Wainwright
(b) Bull	(2) Tojo
(c) Modern Caesar	(3) Patton
(d) Skinny	(4) Halsey
(e) The Razor	(5) Mussolini

4. The longest of the Big Three Conferences lasted 17 days. It was the one held at (a) Teheran, (b) Potsdam, (c) Yalta, (d) aboard a United States cruiser.

5. Can you pair these places? The titles in the left-hand column are the other names for the ones on the right.

(a) Hermit Kingdom	(1) Galapagos
(b) Kyoto	(2) Chosen
(c) Enchanted Islands	(3) Tokyo
(d) Yedo	(4) Korea

6. Here are some fairly recent headlines. Put them in the order you saw them in your morning papers.

(a) First Atomic Bomb Devastates Hiroshima.
(b) German High Command Says, "Uncle."
(c) President Franklin Delano Roosevelt Dies.
(d) Japan Surrenders.
(e) Mussolini Shot.

7. The initials belong to the names. Match them, if you can.

(a) C. R.	(1) King
(b) H. S.	(2) Atlee
(c) J. V.	(3) Molotov
(d) V. M.	(4) Stalin
(e) E. J.	(5) Truman

8. Which of these words don't you use, as a rule, when you are talking about the atom bomb: (a) protein, (b) nucleus, (c) uranium, (d) cyclone, (e) proton, (f) cyclotron?

• (SEE ANSWERS ON PAGE 76)

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes; no private reply will be made.

New Uniform

SIR: What's cookin' on the new uniform for enlisted men?—L. K. T., S1c, USN.

• *Present plan calls for the proposed designs and samples of materials to be sent to important fleet commands for consideration and suggestions. After comment has been received, well in advance of the exhaustion of the present supply of enlisted uniforms on hand, final selection will be made and a new uniform approved.*—ED.

Satisfied Sailor

SIR: After hearing all the griping about high point men not being sent home, I thought maybe a bit of praise was in line.

Two days after I was transferred from the USS *Randolph* (CV-15) to a receiving station in Pearl Harbor, I was placed aboard the USS *Baltimore* on my way home.

All hands aboard the *Baltimore* deserve a "well done." We had the best of treatment, chow and accomodations and a quick trip. I am very grateful to them.

I'm not out yet—but I'm told another week will see me a civilian—thanks to a fast demobilization program. — C. A. R., Mus2c.

Dissatisfied Sailor

SIR: The point system, as first announced by the Navy, was very disillusioning to us men in the Pacific particularly in view of Fleet Admiral King's report published in ALL HANDS, April 1945, p. 24, which specifically said: "We are considering priority for severance and intend, when the time comes, to give due consideration to length of service, service outside the continental limits, combat service and parenthood."

The revision affording credit for overseas credit fulfills part of this promise.

However, the dependency provision still seems unfair. Why is it that a man whose wife may be earning, say, $150 per week, is as "dependent" as is a wife without a salary and five children?

Apparently, the men who wrote the demobilization plan are safely surrounded with dependents. But they are mistaken in their belief that the Navy is made up of married men and bachelors. It isn't. It's made up of men who are married and those who hope to be married, but who haven't been able to attain that blessed state because they've been outside their country, where the selection of women hasn't always been as good as it might be in a town in the U. S.—Washington, D. C., for instance.—J. J. V., CY, USNR.

• *In granting the fixed 10-point credit for any state of dependency, the Navy acted in accordance with the principle of treating all dependency alike, regardless of the actual number of kinship of dependents, which Congress followed in the deferment provisions of the Selective Training and Service Act.*

This method, being easy to administer, increases the speed with which all personnel can be returned to civilian life. Recognizing that exceptional cases do exist, however, the Navy releases upon their own request through official channels personnel who establish that continued service would cause them or their dependents undue and extreme hardship. Enlisted personnel, except Fleet Reservists, who have legally dependent upon them three or more children under 18 years of age are assumed to have such hardship and are automatically eligible for discharge if they so request.—ED.

The Long Way Home

SIR: The recruiting posters said "Join the Navy and See the World," but so far I have seen nothing but rock and water in the Pacific. How about the Navy fulfilling that promise and returning us to the States via the Indian Ocean, Suez Canal, Mediterranean and Atlantic? — P. J. M., PhM2c.

• *Judging from the majority of letters received, most men want to return home by the shortest, fastest method. However, as "cruises" will undoubtedly be resumed in the peacetime Navy, suggest you see your recruiting officer.*—ED.

Souvenir Books

SIR: We'd like to bring out a publication depicting life on our LSM and information about the various ports we've visited. It would be helpful if you'd publish information on printing facilities available through the Navy Welfare and Recreation program and also if it is possible to utilize unexpended Welfare and Recreation funds for this purpose.—H. A. C., Lt. (jg), USNR.

• *Because of widespread interest in souvenir booklets and volumes published by and for personnel of ships and stations,* ALL HANDS *publishes on p. 37 a round-up of suggestions.*—ED.

Medals and Awards

SIR: Would you please publish the comparative figures for the medals and awards which have been presented to regular and reserve enlisted and officer personnel?—B. J. M., Lt., USNR.

• *As of 31 July 1945 the following awards were presented:*

	USNR		USN			
	Officers	Enlisted	Officers	Enlisted	Total USNR	Total USN
Congressional Medal of Honor	3	7	26	8	10	34
Navy Cross	975	116	894	118	1,091	1,012
Distinguished Service Medal	0	0	139	0	0	139
Legion of Merit	355	12	1,251	22	367	1,273
Silver Star	1,255	622	1,136	653	1,877	1,789
Distinguished Flying Cross	3,928	1,017	703	460	4,945	1,163
Navy & Marine Corps Medal	428	1,123	196	405	1,551	601
Bronze Star Medal	2,137	2,013	2,347	967	4,150	3,314
Air Medal	10,179	5,334	910	2,222	15,513	3,132
Commendation Ribbon	1,933	2,788	1,181	2,161	4,721	3,342
Total	21,193	13,032	8,783	7,016	34,225	15,799

Grand total of all medals awarded to USN and USNR personnel, 50,024.—ED.

Lost Seabag

SIR: I recently lost my seabag, containing clothing stenciled with my serial number and name: Is there any place in the Navy to which I might write to see if it has been turned in?—L. M. S., S1c, USN.

• *To try to get your gear back, follow whichever procedure listed applies to you:*

(1) If your lost gear is somewhere in the continental U. S. and you still are in the same naval district as when you lost track of it, write, via official channels, to Baggage Information Unit at the naval district headquarters.

(2) If you have changed districts, write the Baggage Identification Unit, BuPers, Washington 25, D. C., via official channels.

(3) If you lost your baggage overseas, write the Personal Effects Distribution Center, Farragut, Idaho, via official channels.

If your gear can't be identified through your name or serial number being stenciled on it or other positive identification, then it's probably gone for good, as gear which can't be identified is turned over to the supply officer at the activity which has it, along with that of deserters or persons discharged under unfavorable conditions.

These rules apply both to officers and enlisted personnel.—ED.

Escorts Left in ETO

SIR: On behalf of the crews of the four PCs which still remain in the ETO, we would like to correct a statement made on p. 51 of your September 1945 issue.

In discussing the armada of 2,493 ships which made the Normandy invasion and plied back and forth across the mine-filled English Channel, you said that on 6 June, the last of the U. S. Navy escort ships left Le Havre.

We urgently protest that we are still in Europe and as unrecognized as ever. We brought our PC across in March 1944, survived the Normandy landings and made many dangerous channel island patrols. Even now there seems little hope of an early return home. Apparently the Navy has forgotten us.—H. W., SK2c.

• *Unintentionally overlooked by us — but definitely not forgotten by the Navy—were four PCs, three SCs, two ARs and two ATRs which were left behind to finish up work in Europe (such as closing bases and ports) when the invasion armada sailed for home.*

Plans are in the wind for their return as soon as their tasks have been completed.—ED.

Hardship Cases, USN

SIR: I am serving on a regular Navy enlistment and consequently am not eligible for release under the point system.

However, serious illness at home, involving acute financial troubles, makes it imperative that I be at home where I can help in settling the many problems which now confront my family.

Will the Navy give any consideration for releasing men in my situation? — J. B. D., GM3c, USN.

• *Requests for discharge due to urgent dependency reasons may be submitted to BuPers, via official channels, in accordance with BuPers Manual, Art. D-9108. The request must be accompanied by at least two substantiating affidavits, one of which must be from the dependent concerned, and submitted via the CO, giving the following information: reason in full for request, home address of applicant and dependent, names and addresses of persons familiar with the situation, statement as to marital status and date of marriage, financial obligations (amounts and methods of making contributions to dependent).* —ED.

First on Okinawa

SIR: As far as we can determine the following five men are the first ever to join the United States Navy on the Island of Okinawa. They were discharged from the reserve on 24 Sept 1945 and enlisted in the USN on the following day:

Becak, Frank Joseph, S1c, Garwood, Texas
Latimore, Edward Donald, F1c (MoMM), Hamburg, N. Y.
Madison, Jack Gene, RM3c, Coyle, Okla.
Petty, James Allen, S2c, Dalton, Ga.
Ridge, Bobbie Colvin, S2c, Memphis, Mo.

The recruiting officer was Robert J. Fiocchi, Chief Ship's Clerk, USN.—J. L. M., Comdr, USNR.

100% Bond Sales

SIR: Our ship, the USS *Lamons* (DE-743), hit the top in the last bond drive. 100% participation of the 208 officers and men on board resulted in the purchase of $30,075 face value of bonds—or approximately $145.00 per man.—A. Z., Lt. (jg).

Limited space makes it impossible to print more than a small proportion of the letters received each month. Only those of widest interest, for which the answers are not readily available at ships and stations, can be selected. If your letter does not appear, it is suggested that you check back through recent issues of ALL HANDS, since many letters must be eliminated because they have been answered by previous material in the Letters column or elsewhere.

USS Block Island

SIR: We of the USS *Block Island* (CVE 21) appreciate the fine story about our ship on p. 19 July 1945 ALL HANDS. You may be interested to know that on 15 Aug 1945 (Pacific date), when the Japs surrendered, the new USS *Block Island* (CVE 106) with 30 or more officers and more than 500 men who served on the first ship of that name, had been in combat in the Western Pacific for more than three months. Sixteen of those officers and nearly 300 men were plank-owners of the old ship, having served for 30 months in this one outfit.

I should like to correct one error in your account of CVE 21. Lt. (jg) Mark E. Fitzgerald (then ensign) would be the first to disclaim the pilot's credit in the attack which you related. Ensign Fitzgerald was riding in the plane that morning as an officer-observer in place of the ball-turret gunner. The pilot was Lt. (jg) Norman Dowty, USNR, of Alexandria, La., who had only 48 hours before, distinguished himself by his brilliant tracking through the night of another sub, resulting in its destruction next morning.

Then on the morning in question he delivered a perfect attack on the second submarine, demolishing it so completely that it simply disintegrated on the surface. A few seconds later his plane crashed.

Ensign Fitzgerald was the sole survivor. Bobbing about in his rubber raft, he had the startling experience of accepting the surrender of the U-boat skipper and two of the crew (not eight). These three men, seriously wounded, swam more than half a mile without life-jackets to reach the raft. Ens. Fitzgerald surprised them and won their deep gratitude by dressing their wounds as they waited for rescue.

Lt. (jg) Dowty was posthumously awarded the Silver Star for his exploits. He and his radioman were the only men we ever lost in action until the night the ship was sunk.—R. L. S., Lt., USNR.

Wolf, Wolf

SIR: It would do our morale a lot of good if we could obtain some photographs of those dollies you published on p. 55 of your July issue.—R. J. H., SM3c.

• *Sorry, but they're not available.*—ED.

GCM vs. Honorable Discharge

SIR: I am a general court-martial prisoner and read your answer in the September 1945 "Letters to the Editor" column on "GMC vs. Honorable Discharge."

You stated that a man who has a conviction of general court-martial can not receive an honorable discharge unless he fulfils one of the following conditions: (1) when he is awarded a Congressional Medal of Honor, or has been decorated for heroism, or for distinguished service, or receives a letter of commendation from SecNav; or (2) when he is discharged as a result of disability incurred in line of duty and resulting from action against the enemy; or (3) when BuPers approves the recommendation of his CO that an honorable discharge be issued.

My present skipper tells us that if we make a good record here, he will recommend us for restoration to duty, and that if we do not get into further trouble while on probation or afterward, we will be paid off with a "white ticket." Who is right?—M. S. R., AS.

• *Both of us are correct. This is how it would work:*

When you are released from confinement and restored to duty, you will be required to serve a probationary period aboard ship or an overseas station. If during that time you maintain a clear record, the CO of that ship or station may recommend you to BuPers for an honorable discharge, at such time as you are eligible to be released from the Navy. You would likewise be eligible for an honorable discharge if you fulfilled either of the other two requirements mentioned in your letter.

But even if your CO did not specifically recommend you for an honorable discharge, you would still be eligible to receive a discharge "under honorable conditions" if your record stays clean. This, like an honorable discharge, is a "white ticket" of which you can be proud. It will entitle you to wear an honorable service lapel button and to all veterans' rights and privileges.—ED.

Who Gets What?

SIR: What buttons, pins and emblems do men and women receive upon honorable discharge?—R. I. P., S1c.

• *See above, read below:*

• *Top—Honorable discharge sew-on emblem: issued to all hands (male and female, enlisted and officers) who are honorably discharged or honorably separated from any of the armed services.*

• *Middle left—Honorable service lapel button: issued to all hands who are honorably discharged or honorably separated from the armed services. (Pin for women.)*

• *Middle right—USN honorable discharge button: issued to all enlisted men who receive honorable discharges from the regular Navy. This lapel button is not, however, issued to those who receive "discharges under honorable conditions."*

• *Bottom left—USNR honorable discharge button: issued to all reservist enlisted men and women who are honorably discharged from the Naval Reserve. It is not issued to those who receive "discharges under honorable conditions". (Pin for women; lapel button for men.)*

• *Bottom center—U. S. Marine Corps honorable discharge button: issued to all Marine Corps enlisted men and women who are honorably discharged or who receive discharges under honorable conditions. Marine Corps officers who are honorably separated from the service may receive the insignia by requesting it. (Pin for women; lapel button for men.)*

• *Bottom right—U. S. Coast Guard honorable discharge button: issued to all enlisted men and women who receive honorable discharges from the regular or reserve components of the Coast Guard. It is not issued to those who are "discharged under honorable conditions." (Pin for women; lapel button for men.)*

• *Not illustrated—U. S. Marine Corps Reserve button: issued to all Marine Corps personnel placed on inactive status.*

The buttons and pins illustrated are actual size. The sew-on insignia is approximately three-fourths actual size, and is embroidered on backgrounds matching the various uniforms.—ED.

Neptune Certificate

SIR: When I crossed the equator I was duly initiated into the Solemn Mysteries of the Ancient Order of the Deep. However, the Neptune Certificate I received was lost when the next ship to which I was assigned was sunk. I treasured my Neptune Certificate and would like to have it replaced. To whom may I write for another?—L. C. S., S1c.

• *The CO of the ship on which you were initiated is the only one who may reissue a Neptune Certificate. You should write to him via official channels, requesting a new certificaate and stating the circumstances of the loss. If you do not know his present address, you may address your letter to him, c/o BuPers, Washington 25, D. C., and it will be forwarded.*

COs may obtain without charge Neptune Certificates in quantities from the Naval Supply Depot, Norfolk, Va, or Oakland, Calif. (For a picture of certificate see ALL HANDS, *June 1945, p. 38)*—ED.

Income Tax Hint

SIR: The howl of anguish that you heard the other day from the A-V(N)s in Tokyo Bay (and elsewhere) when they read on p. 74 of the August 1945 ALL HANDS that the Commissioner of Internal Revenue had ruled that the tax on their bonus could not be pro-rated for tax purposes over the number of years on active duty as an A-V(N) officer for which they have received the $500 per year bonus.

Some unmarried A-V(N)s will receive the maximum bonus of $3,500 only to turn around and give approximately half of it to Uncle Sam as income taxes. The bonus will likewise put many of us into the higher income tax bracket.

For instance, a lieutenant-commander with one dependent who receives the bonus will pay about $1,540 taxes, whereas if he didn't have to count the entire bonus in the year's pay, he would pay only $631 in income taxes.

Several A-V(N)s have suddenly requested an extension of service to 1946 so that their bonus will not be paid at the end of this year to be added on a full year's salary. By extending the expiration date of their terminal leave into 1946, the lump sum payment will constitute 1946 income, and a $1,500 exclusion from income tax, will apply against such service income.

For example, say an officer's terminal leave expired 2 Jan 1946. He would be paid for two days' work. That money, plus his lump sum payment, would constitute active service pay in 1946, and $1,500 of it would be excluded from gross income and therefore not taxable. He would there save himself a substantial amount of cash.

We feel pretty bitter about seeing our "nest egg" gobbled up by taxes, but the method I've described above may help some of the men retain part of their bonus—and of course, it's perfectly within the law.—J. C., Lt. Comdr., USNR.

Number of SK(D)

SIR: We notice with some consternation that those of us who are rated SK(D) are not eligible for release under the Navy's demobilization plan "until further notice." Since misery likes company, we would like to know how many of us are in the same boat.—H. O. D., CSK(D).

• *As of 31 Aug 1945 there were 10,187 personnel rated SK(D) in the Navy, of which 422 are regular Navy men. However, the boat is even fuller, as SKDs are not the only personnel ineligible for release under the point system. For a complete list, see p. 64.*—ED.

Atomic War Game

SIR: Some of us who made ourselves the war game you published last year (ALL HANDS, Dec. 1944, p. 12) are wondering what we're supposed to do about the atomic bomb. How much does the bomb affect the game?—R. C., Capt. USNR.

• *To the same extent the bomb affects the principles of actual war, the inventor says, inasmuch as the game is calculated to simulate the real thing. Because the atomic bomb is a new factor, "Change No. 1" to the rules as published last December has been issued as follows:*

"At any time when a belligerent has stored up 100 tankers of oil, he may precipitate an atomic war by taking overt action. An atomic bomb capable of destroying any unit or double unit in any square anywhere on the board is the equivalent of 20 tankers of oil; thus the first 100 tankers used can destroy any units on five squares on the board—but these five squares must touch upon one another, in any pattern. Concurrently with or after the first 100-tanker atomic bomb, separate 20-tanker atomic bombs may be dropped singly or together on any squares whether they are adjacent or not. One 20-tanker bomb destroys the unit or units on any one square. Victory through atomic war comes as a victory of attrition. That is, when five army units and three naval units are destroyed—by atomic bombs or otherwise—the war is over.

"NOTE: There is no such counter as an atomic bomb. You simply pay out the tankers of oil necessary, designate which squares you are obliterating, and remove the pieces thus destroyed."—ED.

CK HOME' became a rising tide last month as Pacific Fleet ships brought erans to both coasts. Above, men crowd rail of the Shangri-La at Los Angeles. Below: Welcomes for a sailor and an honored dead. Flower ceremonies, like

THE MONTH'S NEWS

. But the Navy does not forget its
in New York, are held in 28 ports.

SHIPS, MEN COMING HOME... NAVY STREAMLINES FOR POSTWAR JOB

PERIOD 21 SEPTEMBER THROUGH 20 OCTOBER

New Patterns

New patterns emerged last month to replace the master pattern of war under which the Navy operated until the Japanese surrender made it obsolete. Peace, like war, was marked by violence, death, ship and plane losses, and military duty. Peace, it was still new enough to be strange, but peace! it was wonderful.

Wonderful to many was the sight of an American skyline, at 'Frisco, San Diego, Seattle, New Orleans, Norfolk, Boston, or New York. For some, this view of the homeland was the realization of dreams nursed through Guam, Wake, Bataan, the Java straits and countless days of privation and brutality. For many others, it was the reward for danger-filled months at sea or dreary stretches on a Pacific island. These men had done their bit and now were going through the separation centers and heading home.

Home too came over 100 ships of the fleet, including 30 capital ships, each loaded to capacity with extra passengers for discharge (see p. 42). Every large port played host to gallant ships whose names and fame had echoed through the land. The cities looked with proud interest on the fighting ships and welcomed the crews ashore. It was good to come back, to touch the earth, go on liberty.

But there still was work to be done in the Navy. The worst typhoon in years wiped out nearly every installation on Okinawa, killed men, sank or beached Navy ships, and undid much of the effort invested in the base. Marines and Navy personnel were busy at the tasks of occupation or visiting remote islands to accept the surrender of weakened Jap garrisons. On many atolls and islands, the job of roll-up and reduction was just beginning. On Guam, work continued heavy, but there were fewer men to carry on after the first flood of demobilization had swept the base.

Demobilization was running ahead of schedule and one-third of the Navy could expect to be out by 1 January under new lower point scores (see p. 64).

On Navy Day the Navy put on a show unequalled in history, a fitting epilogue to performances in the theatres of war and a prologue to the largely unwritten drama of peace (see p. 43). For the fleet, Secretary Forrestal proposed a three-part role (see p. 46), subject to approval by Congress. Under a new Executive Order, the Navy Department will be streamlined for its post-war responsibilities.

Fleet Units Home

Forgotten last month by thousands of the Navy's fighting men was the pessimistic adage: "Golden Gate in forty-eight." For back to America's seaports from the Pacific war came units of the greatest Navy ever assembled to receive the tribute of the men and women who had read of their exploits. From New York to San Francisco, in proud victory procession, battlewagons, carriers, cruisers, destroyers, and submarines swept into port to disgorge thousands of veterans for well-earned liberties and discharges.

The great cavalcade of naval might began on 15 October, when the famous *South Dakota* led units of the Third Fleet under the Golden Gate Bridge. Aboard "Sodak" was Admiral William F. Halsey Jr. (see p. 45), bedecked with wings and five rows of ribbons. He grinned and waved at the roaring throngs he could scarcely see through the noon-day fog. Speaking for himself and those who fought under him, he described the occasion as one "we have dreamed of, hoped for, fought for and prayed for."

"We are glad to be back," he declared. "We want to stay back—for all time to come."

Then, while a party of notables

LAST DECEMBER

Landing of 77th division at Ormoc divided remaining Jap forces and insured end of Leyte campaign by Christmas. We remembered Pearl Harbor with fleet and air strikes at Iwo Jima, then occupied Mindoro to split the Philippines. Germans began Battle of the Bulge.

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joined Admiral Halsey in the *South Dakota*, 13 ships swept through the mist in review, emphasizing the might of the Third Fleet that had destroyed or damaged 10,355 Jap aircraft, sunk 130 warships, sunk or damaged another 150, probably sunk 90 more.

First in review was the submarine *Puffer*, followed by the subs *Baya*, *Kraker*, *Loggerhead*, *Pilotfish* and *Stickleback*. Then came the *DeHaven*, flagship of Destroyer Squadron 61, leading the destroyers *Samuel L. Moore* and *Blue*. The destroyers were followed by the light cruiser *Vicksburg* and in the rear were the battlewagons *Alabama*, *Wisconsin*, and the 22-year-old *Colorado*.

The same day, into Los Angeles steamed the battleships *Texas* and *Nevada*, the light cruiser *Tucson* and the destroyers *Collett* and *Maddox*.

Dramatic was the arrival of fleet units in New York City on 17 October. One day before the ships of Task Force 62 steamed up the bay past the Statue of Liberty, 101 planes from the decks of the carriers *Enterprise*, *Bataan* and *Monterey* roared in formation, over Gotham's skyscrapers, while their parent ships were still beyond sight of land.

The next morning, as the sun crept up from the sea, chuffing tugs pulled and shoved the "Big E" and *Monterey* into the city's home waters. Planes zoomed overhead, dipping in tribute. A tug's blinker signalled, "Well done. Welcome home." By 1630 substantial complements of the ships were ashore and streaming into Times Square. That evening the men in blue were swarming into hotels, restaurants, dance halls; drifting into parks, milling with the city's throngs.

'Magic Carpet' in Operation

How fast the Navy can demobilize depends largely on the "Magic Carpet." That's the code name for our homebound transport fleet — a name warmly enchanting to several million customers overseas. And while this carpet fleet doesn't operate at the touch of a lamp, it is already showing results that will make the old Arabian model seem like a doormat.

Counting yard repairs and other delays, the average round-trip transport run in the Pacific takes about two months. That is sobering knowledge to 3,400,000 veterans (1,800,000 of them Navy, Marines and Coast Guard) due to return from that area in the next eight months. But even between 1 September and 12 October, with the outbound flow just newly reversed, 245,000 were brought back, and by January 1946 the monthly influx will swell to over 455,000.

Several developments have helped to whittle the huge job and give the Naval Transportation Service, a hard-pushed division under CNO, confidence that the Pacific goals will be met. These are:

• Assignment of 200 assault transports (APA) and 37 baby flattops (CVE) under operational control of Admiral Henry S. Kendall, ComCarDiv 24, to assist the 166 regular troop ships already operating. This doubles the Pacific carrying capacity, hiking it to 670,000.

• Cheering assurance from West Coast railroads that they can handle "all comers" without having any transports diverted for the longer run to Atlantic ports.

• Fleet units are being used to bring back thousands of high-point dischargees as passengers, in addition to eligible members of their own crews. More than 100 of these units, including 30 big capital ships, returned to American ports for Navy Day alone.

• Air transports too are doing a healthy share. NATS and ATC planes will return an estimated 100,000 from the Pacific by next June.

• Another boost is in store this month when six large carriers (CV) join the already-converted *Saratoga* in the repatriation fleet. The "Sara," her hangar deck crowded with bunks, has completed two passenger runs. Quick conversion of the others—*Yorktown*, *Bon Homme Richard*, *Hancock*, *Ticonderoga*, *Hornet* and *Bunker Hill*—was scheduled for immediately after Navy Day. These veteran fighting ships will add 30,000 spaces to the Pacific pool.

• Later on, as transports are freed from the Atlantic and India runs, there is a good chance that some will be added to the Pacific pool. This would step up the schedule even more.

To these good signs, NTS added one of its own—a timetable scheme which establishes "home" ports for the shuttling ships. Pickups are made in any one of four major areas—Japan, the Philippines, Marianas and Hawaii—but then each ship heads for its own home port. The biggest number will call San Francisco home; others are assigned to Seattle, Los Angeles and San Diego.

Big advantage of the new arrangement is that receiving stations and railroads serving each of the home ports can anticipate their monthly loads in advance and thus avoid logjams that would delay the on-routing of returnees to 18 separation centers in the country. A pile-up anywhere along the line would slow the whole demobilization program, which is geared to a top speed of 16,000 separations a day.

A small block of ships in the present Pacific pool is earmarked for homeward runs from Australia, New Guinea and other points outside the four main loading areas.

Bringing Johnny home is a cooperative job involving Navy, Army and War Shipping Administration ships. In the Pacific, 51 of the non-combatant troopers are Navy controlled, eight are Army, and 107 are WSA liners allocated to either service. A similar pooling exists for the 53 troop ships and 265 converted Victories and Liberties in the Atlantic, except that the biggest trooper, the *Queen Mary*, is British-owned and operated. One converted CV, the *Lake Champlain*, has just joined the Atlantic pool.

The WSA ships are allocated by the Joint Military Transportation Committee according to relative need, the Navy's load being greater in the Pacific and the Army's in the Atlantic. Joint loading of Navy and Army personnel is prescribed when necessary to insure full use of spaces.

NTS estimates that Navy-controlled ships will bring home more than 2,000,000 of the Pacific returnees. APAs, accommodating about 1500 each, will bring 800,000, CVEs 100,000, other fleet units 900,000 and troopers and hospital ships the balance. The baby flat-tops were converted as rapidly as they arrived in West Coast ports and their crews were cut to 500 from a wartime strength of over 800.

Although the personnel flow is almost entirely howeward, about 200,000 Navy, Marine and Coast Guard replacements—to make up the full contemplated Pacific strength—will be sent out from the West Coast before next June. This is necessary to fulfill the Navy's pledge that all sepa-

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WHITE UNIFORMS of American sailors dot the bomb-blasted streets of Yokohama as the Yanks make shopping and sight-seeing tours of the Nip city.

ratees will be started home by that date.

When the war started, NTS like the rest of the Navy was woefully short of ships and personnel, but now it has some 140 commissioned Navy ships under direct control and also assigns destinations for the CVs, CVEs and APAs doing transport duty.

Directors of NTS during the past two years were Vice (then Rear) Admiral W. W. "Poco" Smith, who moved up to become ComServForPac, and Rear Admiral H. A. "Pat" Flanigan, who was brought from the staff of ComNavEu to succeed him. The latter is to be relieved this month by Rear Admiral W. M. Callaghan, former skipper of the USS *Missouri*.

Navy Day 1945

With President Truman scheduled to review the greatest display of naval strength ever assembled at New York City, most extensive Navy Day celebrations were to be held from coast to coast, on 27 October as Americans honored the Navy. They had organized parades, dances, shows, and radio broadcasts, and President Truman, Fleet Admirals King and Nimitz, and other national figures were to speak in tribute to the Navy.

The Presidential review of more than 50 warships in the North River was scheduled to last two hours and put on display virtually every variety of fighting ship that helped crush the Axis navies. They were to range in size from the 45,000-ton super-carrier *Midway* to destroyer-escorts and a sub chaser. Plans called for a line including the *Missouri, Enterprise,* heavy cruisers *Macon, Helena* and *Augusta;* light cruiser *Boise,* baby flattop *Croatan;* destroyers, subtenders, subs and transports.

The President's Navy Day statement read:

"Navy Day, 1945, is a day on which the whole country can honor the 4,000,000 young Americans who fought in the Navy, Marine Corps and Coast Guard.

"To them we owe our victory in the greatest naval war in history—a victory which destroyed two enemy fleets and placed our forces on the beachheads of final triumph. For all the sacrifice and toil which went into these achievements, the Navy now has an opportunity to say, 'Well done.'"

Other Navy Day messages by Admirals of the Fleet King and Nimitz contained appeals to the American people to maintain a strong Navy. Said Admiral King:

"Possessed as we are for the moment with naval greatness—achieved at such cost and sacrifice—it is incumbent upon us as a nation that this sea power not be squandered or bartered away or allowed to fall into disuse. We will never permit this, I am sure, if we understand what it might mean in terms of America's future."

The Navy Day message of Secretary of the Navy Forrestal read:

"We have entered a new era, an atomic era. We must keep the Navy powerful and newly-armed because mastery of the sea and the skies above it is the key to our own security and to our ability to help other nations. The Navy can seek no greater mission."

Yeoman's Chantey Heads List Of Navy Show Contest Winners

Rolling out a sea chantey entitled "Haul Away Maties, We're Almost Home," Noah Francis Ryder, Y3c, USNR, now stationed at Naval Mine Depot, Yorktown, Va., won the grand prize of a $500 war bond for best entry in the Navy Show Contest sponsored by the War Writer's Board.

N. F. Ryder

Ryder's chantey, based on a traditional folk song of his own Negro people, topped 1,331 entries from men and women enlisted personnel and officers of the Navy, Marine Corps and Coast Guard. Overseas personnel submitted 795 of the sketches, skits, blackouts, monologs, master of ceremony patters and songs entered in the contest.

Announcement of contest winners, originally scheduled for 15 October, was delayed for one month, judges said, "because so many scripts and songs of good caliber were submitted." Judges included some of the nation's top writing and entertainment talent—John Mason Brown, Russel Crouse, Paul W. Gallico, Max Gordon, George S. Kaufman, Christopher La Farge, Frederic March, Hobe Morrison and Oscar Hammerstein II.

A college music teacher at Hampton Institute before joining the Navy 31 Jan 1944, Ryder was at Naval Training School at Hampton when he submitted his entry in the contest. The 31-year-old yeoman has led glee clubs and trained singers both before and since entering service. Hampton, Va., is his home.

The four first prize winners, each awarded a $250 war bond, were: T/Sgt David Dempsey, USMC, of New York City, for a one-act play, "Shooting Star"; Lt. Norman Myrick, USNR, of Amherst, Mass., for a radio fantasy, "Bad Dream"; John Joseph Graham, SK1c, USNR, of New York City, for skit, "Nine Million Dollars"; and Pfc Donald J. Holmes, USMCR, of Columbus, Ohio, for one-act play, "Anatomy of a Yankee Warrior."

Winners of the four $100 war bond third prizes were: Carroll Byron Moore, Jr., PhM1c, USNR, of New York City, for sketch, "They Cut Down Trees"; Edwin Michael Schneeberg, RT1c, USNR, of Flushing, L. I., N. Y., for radio play, "GQ on a DD"; Charles E. Barnhart, Sp(X)3c, USN-I, of E. St. Louis, Ill., for radio play, "Casualty and Content"; and Sgt. Franklin F. Neill III, USMC, Los Angeles, Calif., for radio sketch, "Detour to Iwo."

Thirty-six third prizes of $25 war bonds were awarded, four more than originally announced. Winners, titles of their entries and duty stations are:

Frederick Freed, Lt., USNR, Leonard Cibley, PhM1c, and John Hauser, SSML2c, "Now Hear This," a musical play, all of the USS *Vulcan*.

Paul C. Munroe, Lt. (jg), USNR, "Dusk at Okinawa," CincPac Staff, Advanced Headquarters.

Warren Pursell, Lt. (jg), USNR, "South Sea Paradise," USS *Austin* (DE15).

Joseph Darion, S1c, USNR, "The Volunteer," 96th NCB HqCo. Pl.2, c/o "Trailblazer."

M. Goodson, RM3c, USNR, "Now Hear This," USS *Mauna Loa* (AE8).

James LaRue, Y2c, USNR, "Soap Opera," CASU (F) 16.

Harold Heifitz, Ens., USNR, "Guys Talking," Amphib. Tng. Base, Navy 905.

Lewis Freed, CY, USNR, "Life Is a Hunter," USS *Stratford* (AP41).

Everett Greenbaum, Lt. (jg), USNR, "Arrival of the Female," I. and S. NAS Navy 14.

Daniel Rudstein, Lt., USMCR, "Black Liberator," Hdq. Sqd. MAG 94.

Richard L. Linkroum, USNR, "Target Angle Zero," CincPac Advance Hq., Box 15.

J. Lester Poucher, Lt., USNR, "Kamikaze," USS *Essex*.

Phillip L. Ennis, Lt., USNR, "The Devastator's WAVE," USS *Devastator*.

Dan Levin, S/Sgt, USMCR, "A Promise First Class," PIO, Hqs., 4th Marine Div.

Irving B. Friedman, Y2c, USNR, "Mind Over Matter," U. S. Military Gov. Hq.

Florian J. Hering, Lt., USMCR, "Ernie Pyle, Brave Man," 1st Marine Division.

Edward Heghinian, Lt., USNR, "Strange Victory," Communications, Navy 136.

Henry May, Ens., USNR, "Ninety Day Wonder," Ship Tng. Grp., Tng. Command, Amphib Force, Pacific Fleet, Admin.

Ade A. O'Keefe, Y2c, USNR, "Rock Happy," Support Aircraft, Staff PhibsPac.

Robert B. Plessinger, PhM3c, USNR, "Under the Stars," Fleet Hospital 115.

William L. Florence, Y1c, USNR, "Navy Says: Navy Does," Navy Liaison Unit, Entertainment Branch, New York.

Ruth L. Loeser, SKD2c, USNR, "What Are the Wild Waves Saying," US NAS (LTA), Weeksville, Elizabeth City, N. C.

Robert S. Putnam, Lt., USNR, "Forevermore," USN Pre-Flight School, Athens, Ga.

Charles A. Stewart, Y3c, USNR, "Reminiscing," Armed Forces Radio Station WVTY.

Hal Davis, Sp(X)1c, USNR, and Tom Sternfeld, Sp(A)3c, "Long May They Wave," both of Navy Liaison Unit, New York.

William D. Tiernan, MM3c, USNR, "War Is Hell," Ind. Dept. W. & R., Navy 920.

John J. Madigan Jr., Y2c, USNR, "The Top Drawer, PRO, COMAIR, 7th Fleet.

H. J. Alexander, Y2c, USNR, "Men of the Navy," Hq. First ND, Boston.

G. K. Poynter, PhM2c, USNR, "Hero Come Home," USS *Frederick Funston* (APA89).

Elliott N. Walstead, Lt., USNR, "To Winnie," LST Flotilla 14.

Charles J. Krejcik, Bkr1c, USNR, "Sharps and Flats," Armed Guard Center, Brooklyn, N. Y.

Stewart Pierce Brown, Lt., USNR, "A Whole New World," USS *Montour*.

Henry A. Johnsen Jr., S1c, USNR, "They Call It Peace," Bks. 3, Ward Isl., Corpus Christi, Tex.

Ten additional prizes of $25 war bonds, as "special awards," were given by the judges. The award winners are:

James Callas, S1c, USNR, "Let Them Eat Caviar," USS *Barnstable* (APA93).

Jay J. Richter, Y3c, USN(I), "T. Mac Torque," PIO, NAS, Miami, Fla.

Ira J. Lipson, Sk1c, USNR, "Transport," ComSerRonEight Flag Service Force, Pac Flt.

Stockton Helffrich, Lt., USNR, "Close Ranks," Naval AdvBase, Navy 3149.

Dee Cambell, Y2c, USNR, "Colors," Com ServPac, Box 6.

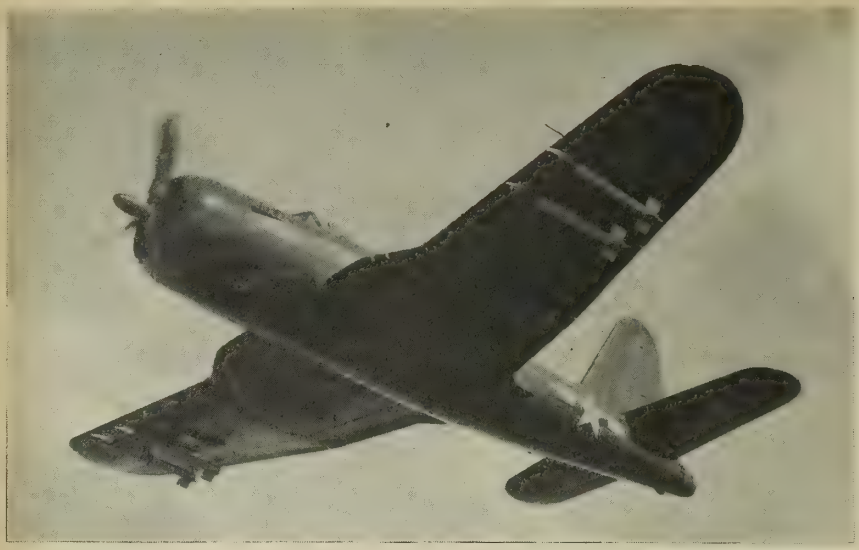
Roger P. Larkin, S1c, USNR, "Sleep On," USS *LST 208*.

Richard K. Bernstein, Lt. (jg), USCGR, "Officer's Club," U. S. Army Y-7, Navy 920.

Ben Erlich, Y3c, USCG, "Oh Land," USCG, 3rd Office, New York.

Jayne Paige Rattray, Sgt., USMCR(WR), "I Painted on a Bright Red Mouth," AWRS-7 Bks 58, MCAS (El Toro), Santa Ana, Calif.

Edwin D. Gritz, Y3c, USNR, "That's My Buddy, Joe," ABCD Navy 128.



Official U. S. Navy photograph

FR-I FIREBALL is name for Navy's new fighter (above) that combines jet propulsion with conventional gasoline engine (see diagram below).

NAVY UNVEILS NEW JET FIGHTER

WITHOUT any fanfare the Navy, on 26 September demonstrated a jet-propelled fighter plane that may lead to the development of new tactics for carrier-based fliers.

The new plane, which strutted its stuff at the Naval Air Station Anacostia, looks like a single-engine job, has a 1,350 horsepower engine in the nose in addition to the jet propulsion engine in the rear. Travelling on its radial engine alone it can do 320 miles an hour. What it can do with both engines is a Navy secret.

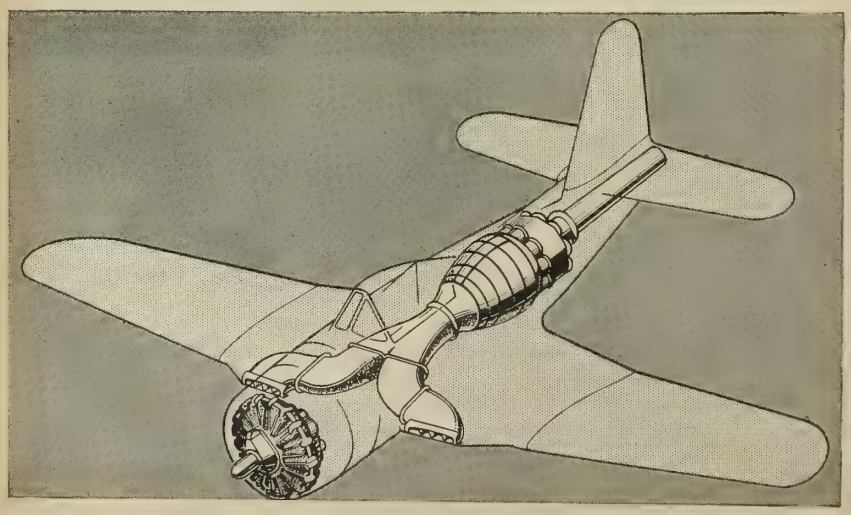
No other carrier fighter can equal the maneuverability of the FR-1, or Ryan Fireball. It needs only a short takeoff and can outclimb any known fighter. Its tricycle landing gear enables it to approach and land within a wide range of speeds. For land-based operations, this gear permits cross-wind takeoffs and landings.

The slight variance of the speed curve from sea level to 25,000 feet makes it possible for the pilot to engage the enemy at any point without worrying about seeking a more favorable altitude. The high economy of the radial engine makes possible a range of 1,500 miles at a cruising speed of 207 miles an hour.

Firepower on the FR-1 includes four .50-caliber machine guns, each fed by 300 rounds of ammunition. Two 1,000-pound bombs may be carried under the wings and detachable rocket mounting posts may be installed beneath each outer panel. Steel armor plate and laminated bullet resistant glass in the windshield front panel protect the pilot.

Not only does the Fireball have the lighter weight of a single-engine plane, but with one engine knocked out it can fly without the swing that develops under such conditions in a twin-engine plane.

A Navy fighter squadron, VF-66, had begun pre-combat training with the FR-1s when the Japs surrendered.



No Ships Shirking

In response to questions as to whether demobilization was being slowed by Navy Day deployment of ships, Secretary of the Navy Forrestal assured Congressmen and others by letter that no Navy ship which could transport men would be held in port merely to celebrate Navy Day. It was officially estimated that the returning ships brought capacity loads of about 50,000 passengers headed for separation centers.

"A number of Navy warships are returning to the United States at this time, as you know," wrote the Secretary. "They are bringing their own crews, many of them are men eligible for release from service. In a sense the fighting fleet is bringing itself home for demobilization.

"It is doing more than that. Each warship is bringing back as passengers as many high-point service men as it can handle. Incidentally, fighting ships—battleships, cruisers, etc.—are inherently inefficient transports but they are taking aboard as many men as they can. The carrier *Ticonderoga*, for example, is bringing back 2,240 passengers, the battleship *Wisconsin* 1,411 and the cruiser *Vicksburg* 876.

"Obviously, therefore, the return of warships between now and Navy Day is accelerating demobilization—not hindering it.

"Once these warships are home—I assure you again—the Navy will not hold them in port merely to celebrate Navy Day. Many vessels will be in port that day for three very good reasons.

"First, several vessels are to be laid up because, with the demobilization of the Navy's high-point men, we will not have enough crews to man them. For example, I am told on many ships now homeward bound up to 80 per cent of the crews have enough points for discharge. I am sure you would not suggest that these men who have served at sea long enough to earn their release should be denied that release in order to ferry home other men who have served ashore.

"Second, some of the warships will remain in port until Navy Day because this trip is their first return to the United States in many months and their crews, if not being released, are entitled to leave at home. For example, the destroyer *Charles Ausburne* will arrive here in Washington about October 20. She has not been in the United States for two and a quarter years—since June, 1943. She has earned a Presidential Unit Citation which has never been awarded to her. I am sure all hands will agree that her officers and men should not be sent to sea again the next morning but should be allowed to visit their homes.

"Third, some warships, which will continue to bring men home, will be in port for conversion and overhaul—installation of berths and messing facilities, for example—before entering transport duty."

Honors for Col. Devereux

The story of Wake Island was completed in Washington on 27 September when Lt. Col. James P. S. Dever-

Photograph from Press Association, Inc.

PADDY AND DADDY Devereux celebrate Wake hero's return.

eux, USMC, received the Navy Cross from Acting Secretary of the Navy Artemus L. Gates for "distinguished and heroic conduct in the line of his profession in the defense of Wake Island, Dec. 7 to 22, 1941."

In spite of his ordeal as a Jap prisoner, Col. Devereux looked fit and at ease during the ceremony and the press conference that followed. He said the Jap navy officers were "pretty decent on the whole."

He estimated that the garrison on Wake had sunk about 10 Jap ships including submarines and praised the conduct of the men under him.

Floral Tributes

In memorial services at 28 American ports on Navy Day, Sunday, 21 October, thousands of flowers from all over the country were taken out to sea and strewn on the water in honor of those who died at sea while serving their country in World War II.

Chaplains representing the Protestant, Catholic and Jewish faiths participated in the exercises which began with brief programs ashore. Following this, Navy ships carried out to sea the flowers donated by friends and relatives of those who had died, and out of sight of land the traditional ceremony was concluded as the flowers were placed on the water.

Seventh at Hong Kong. Delayed by typhoons, units of the Seventh Fleet arrived at Hong Kong on 8 October after having sunk at least one floating mine by gunfire en route. The ships were under command of Rear Admiral Elliott Buckmaster, USN.

New CincPac flagship. The USS *Missouri*, on which Japanese surrenrender terms were signed, has been designated flagship of the Commander in Chief, U. S. Pacific Fleet, replacing the USS *Pennsylvania*.

Ovations for CincPac

Washington and New York, the nation's capital and its greatest metropolis, turned out in homage last month to a man who had come from a small Texas town to become one of the nation's top war leaders. Within one week millions of Americans, from the President to shrilling schoolchildren, gathered in three tumultous ovations for Fleet Admiral Chester W. Nimitz, overseer of America's vast naval operations in the Pacific.

There were awards, dinners, speeches and parades galore as the white-haired Texan returned in triumph with fourteen Navy and Marine winners of the Congressional Medal of Honor to reap the rewards of his country's victory.

But amid the cheers and festivities, the admiral himself struck a solemn note, very much as had Generals Eisenhower and Wainwright who had been previously welcomed in similar fashion. In a speech before a joint session of Congress he warned against discarding a strong Navy and urged the maintenance of "our fighting forces ready for use if required."

In accepting from President Truman a Gold Star in lieu of a third Distinguished Service Medal (see p. 56), Admiral Nimitz termed the award a tribute to the 2,000,000 men who had served under him in the Pacific. "I accept this honor," he said, "as your 'well done' to the job that they have done."

For the Washington celebration on 5 October the Navy prepared a special treat. A thousand Navy planes roared overhead and while hundreds of thousands of spectators cheered, the fliers spelled out "NIMITZ" in letters a block-long and wrote his name against the sky in a fancy sky-writing exhibition.

Immaculate in dress blues, but wearing only a few of his decorations, Admiral Nimitz delivered a short speech in the shadow of the Washington Monument. Declaring the world's future had been greatly altered by the development of the atomic bomb, he pointed out, however, that the Japs had sued for peace before the atomic bomb and the entry of Russia.

In New York City on 9 October Gothamites turned out by the millions to shout their acclaim as the admiral toured the city with the Medal of Honor winners. At City Hall, where he was made an honorary citizen, 350,000 persons roared approval. The Admiral was flabbergasted by the demonstration. "This is overwhelming," he said. "I can't believe this is happening to me. I think I'm in a dream."

Before returning to Honolulu for Navy Day, he visited his native state of Texas and received his third big public greeting at Dallas.

Admiral Demobilizes

Admiral William F. Halsey Jr., USN, commander of the Third Fleet, announced to his press conference on 28 September that he was requesting retirement, and said:

"I'm an old man. Let the young fellows take over."

Photograph from Press Association, Inc.

ADMIRAL HALSEY RIDES white horse in Japan, but not Hirohito's.

This came as a surprise to Americans, few of whom had realized that "The Bull," who had worked so hard, fought so savagely during the entire Pacific war, was only 13 months shy of the statutory retirement age of 64. His broad grin, confidence and colorful speech were so characteristic of youth it was difficult to imagine "(Ret)" after his name.

The son of a Navy captain, Admiral Halsey became familiar with the Navy long before he was appointed to the U. S. Naval Academy by President McKinley in 1900. At the Academy he played football, won the Thompson trophy cup in athletics and graduated on 1 Feb 1904.

By a curious coincidence Admiral Halsey's first sea duty was in the USS *Missouri*, predecessor of the battlewagon that 40 years later became the flagship of his mighty Third Fleet. In 1906 he was commissioned ensign, after serving the two years sea duty required for a commission in those days. Three years later, after having travelled around the world aboard the *Kansas*, he was promoted to lieutenant (jg) and lieutenant.

During the next eight years he had duty aboard destroyers; commanded a torpedo flotilla; and was an executive officer on the academic staff of the U. S. Naval Academy, getting his next half-stripe shortly before he went overseas during World War I.

As commanding officer of the destroyers USS *Benham* and USS *Shaw*, he won the Navy Cross for "important, exacting and hazardous duty of patrolling the waters infested with enemy submarines and mines, in escorting and protecting vitally important convoy of troops and supplies through these waters, and in offensive and defensive action, vigorously and unremittingly prosecuted against all forms of enemy naval activity."

Between wars his duties were varied,

culminating with flight training, where he won his wings a year after Hitler came to power. In 1935, as a captain, he took over the type of duty for which he was to become famous, commanding officer of a carrier—the USS *Saratoga*. Nearly three years later and while serving in that assignment he was promoted to rear admiral.

Barely three months after the United States declared war on the Axis powers, Admiral Halsey was awarded the Distinguished Service Medal by President Roosevelt "for his brilliant and audacious attack against the Marshall and Gilbert Islands on January 31, 1942." This was while Admiral Halsey was Commander, Aircraft Battle Force and in the rank of Vice Admiral.

In April of that year, Admiral Halsey's title was changed to Commander, Carriers, Pacific Fleet, with additional duty as Commander, Carrier Division Two. On 15 June 1944, he became commander of the Third Fleet.

In addition to the Navy Cross and Distinguished Service Medal, Admiral Halsey holds Gold Stars in lieu of second and third Distinguished Service Medals, the Army Distinguished Service Medal and several foreign decorations.

Future Blueprinted

Closely allied to the problems of demobilization is the size of the post-war Navy. For the guidance and information of Congress, which in the final analysis determines the Navy's size, Secretary of the Navy Forrestal prepared the most explicit authoritative outline of the peacetime Navy to date. He considered not merely size and striking power, but also the role the Navy must play in America's national and international policy. "The size of the Navy," he said, "must vary from time to time in direct ratio with what you might call the blood pressure of the international community."

Accordingly, Secretary Forrestal's blueprint divided the post-war Navy into three sections: active, ready reserve and laid-up reserve.

In the active category would be 300 major combatant ships, or about 28 per cent of the total fleet, together with auxiliary craft. The active fleet would thus be numerically smaller than the American fleet of December 1941. In addition, there would be approximately 100 additional major combatant ship in the ready reserve. The following is the Secretary's approximation of the makeup of the various categories:

- *Active and ready reserve:* 11 battleships; 15 aircraft carriers, including three 45,000-ton flattops; 21 escort carriers; 20 heavy and large cruisers; 29 light cruisers; 176 destroyers; 40 destroyer escorts; 90 submarines; tenders, mine, patrol, service and amphibious craft. All battleships, carriers, cruisers, destroyers and submarines in this fleet are new ships, completed since 1940.
- *Laid-up reserve:* Seven old battlewagons; 22 carriers, all built since 1940; 58 escort carriers, all since 1940; 14 heavy cruisers; 19 light cruisers; 191 destroyers; 256 destroyer escorts; 110 submarines; mine, patrol, service, and amphibious forces.

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NEW STAMPS are issued in honor of U. S. Navy (above) and Coast Guard.

Explaining the purpose of the laid-up reserve, which he hoped would be out of commission by 1 Sept 1946, the Secretary said:

"The existence of a laid-up reserve would give the nation flexibility to flex its strength quickly if we again enter a period, like 1930-41, of disturbed world conditions. This laid-up reserve is cheap insurance. It is estimated that the yearly preservation cost will amount to only one-tenth of one per cent of the original cost of the ships."

Another phase of Navy reorganization was authorized by an Executive order to streamline peacetime operations by incorporating wartime experiences. The Executive Order provided for:

- Ultimate abolition of the position of Commander in Chief, United States Fleet, and transfer of principal command to the Chief of Naval Operations.
- Establishment of a central office for coordination of research, experimental test and development activities.
- Establishment of an office to coordinate all Navy procurement, contracting and production activities.
- Creation of new posts of deputy chiefs and additional assistant chiefs within the various bureaus.

Inducements Legislation

The chairman of the Senate Naval Affairs committee, the Hon. David I. Walsh, has released the following information:

Senator David I. Walsh reported to the Senate on 18 October 1945 the first measure dealing with the enlisted personnel of the postwar Navy. It is entitled, "A Bill to provide additional inducements to citizens of the United States to make the United States Navy a career."

The inducements set forth in the bill are based on an effort to have reenlist in the Naval service personnel now in the Navy when their terms of enlistment expire; to encourage those enlisted personnel now in the Reserve to transfer to the Regular Navy; to encourage those inductees now in the service to reenlist in the Navy and provides added inducement for those persons who consider enlisting in the Naval service as a career.

Among the important inducements are the following:

1. If enlisted men reenlist within 24 hours after their enlistments expire, they will be given a double enlistment allowance. The regular enlistment allowance for the first three pay grades is $50.00 multiplied by the number of years in previous enlistments. For other men in the lower grades of the service, it is $25.00 multiplied by the years served in previous enlistments. If the last enlistment were for 6 years, personnel in the first three pay grades who reenlist within 24 hours will be given $600.00; reenlistment after a 4-year enlistment, $400.00.

2. If personnel reenlist within 120 days after the passage of the Act, they will be eligible for transfer to the Fleet Reserve after 16 years of service; if they do not elect to reenlist within 120 days, they become eligible for transfer to the Fleet Reserve only after 20 years of service instead of 16.

3. Enlisted men of the Reserve who are discharged therefrom in order to enlist in the Regular service shall be entitled to travel expenses at the rate of five cents per mile to their original place of enlistment.

4. An enlisted man who reaches the rate of chief petty officer is guaranteed a commission in the Regular Navy, if he passes the examination that the Navy will from time to time give to chief petty officers recommended for promotion.

5. An enlisted man who has not reached the rank of chief petty officer, and who may be only a seaman, who has served 4 years in the Navy—the same length of time that a man studies at the Naval Academy to become eligible for a commission—will be entitled to take an examination and be commissioned an officer in the Navy on the same basis as if he had attended the Naval Academy. The Navy Department maintains courses in various subjects so that young men who are ambitious and desire to advance in the service may be given the opportunities to study and qualify for commission rank.

6. Similar retirement benefits are guaranteed to enlisted men who are disabled as are now given to officers, permitting them to retire at the highest rank which they held while in active duty status.

7. Those who are now in the Fleet Reserve, after having served 16 years' active service and who were recalled to active duty, will be given credit for the additional years served during the present war. In other words, if they served 4 years in the present war, they will be given credit for 20 years' service and receive the Fleet Reserve pay that is given to men who have served 20 years in the Naval service.

8. Instead of receiving a maximum of 50% of their pay which they receive when transferring to the Fleet Reserve after 20 years' service, enlisted men will receive that percentage of pay which amounts to 2½ times the number of years of service. A man who has served 20 years will

get 2½ times 20 or 50% of his pay annually for the rest of his life. A man who has served 22 years will get 55% of the base pay received in active service. This amount increases for every additional year of service until the total amount that one can receive is 75% of his base pay.

The inducements contained in the Bill are the result of study by the Navy Department and conferences held with enlisted men now in the Naval service. It is believed that these inducements will serve to keep in the Navy for a longer period of time than at present many who might be disposed to leave the Naval service after one or two enlistments. The substantial increase in the amount received by those who have served 20 years in the Navy upon transferring to the Fleet Reserve is expected to be an inducement for young men to enlist in the Navy and make it their career. The increase that personnel receive who transfer after 20 years to the Fleet Reserve over present law may amount to as much as $41.40 per month in their annual allowance. This change can be illustrated by assuming a boy enters the Navy at 18 years of age and advances in rank during his 20 years' service to chief petty officer. At the age of 38 he would transfer to the Fleet Reserve and receive an annual pay check from the Government of $110.40 a month for the rest of his life. Under present law persons of like age and with similar length of service receive approximately $69.00 a month.

The proposed legislation referred to above (S. 1438) has been approved by the Senate Naval Affairs committee with amendments, and is now on the Senate calendar.

The House Naval Affairs committee has not as yet held hearings on the measure, and therefore the action of that body cannot be anticipated.

Promotions. The following nominations to flag rank have recently been confirmed by the Senate:

Te be admiral:
Samuel M. Robinson, USN.

To be vice admiral:
Louis E. Denfeld, USN, to be Chief of the Bureau of Naval Personnel for a four-year term effective 15 Sept 1945.

To be rear admiral:
Lewis B. Combs, (CEC), USN.
Cato D. Glover, Jr., USN.
Austin K. Doyle, USN.
Thomas G. W. Settle, USN, while serving on special duty with CincPac.
Milton E. Miles, USN, while serving as commander, U. S. Naval Group, China.

To be commodore:
Oscar Smith, USN, as chief of staff to CincLant.
Benjamin V. McCandlish, USN, as commandant of a NOB.
Gordon Rowe, USN, as commander NOB, Midway.
Elliott B. Nixon, USN, as chief of staff to ComCaribSeaFron, and commandant 10ND.
James K. Vardaman, Jr., USNR, as naval aide to the President.
William S. Parsons, USN, serving with the atomic bomb project.
William W. Behrens, USN, as commander NavTraCen, Bainbridge, Md.
Mark L. Hersey, Jr., USN, as commander, NOB, Manila-Subic.

To be major general in the Marine Corps:
Archie F. Howard, USMC.

To be brigadier general in the Marine Corps:
Samuel L. Howard, USMC.

Official U. S. Coast Guard photographs

FASHION EYES of these Spars are turned to civilian future. Spar Owens (right) tries on a new bonnet while others study ways to convert service blues.

Storms over Okinawa

Typhoons, the scourge of Oriental waters, struck twice at Okinawa in less than a month to level southern Okinawa, sink 13 vessels, ground 200 more. In the first storm, 83 were dead or missing; in the second, 43 were dead, 30 missing and 49 injured.

On Okinawa, more than 2,000 hospital patients were temporarily without shelter as the 100-mile wind made a shambles of nearly all buildings on the lower part of the island. Almost immediately the Navy dispatched three hospital ships to evacuate the hospital cases, including more than 800 bed-patients. Food-carrying planes were rushed to the scene to replenish the seriously depleted stores.

The first of the typhoons hit Okinawa between 16-18 September, sinking the minesweepers YMSs 98, 341, 421, 472, and the subchaser SC 636. The second typhoon, which was much more destructive, lashed Okinawa on 9 October. In this storm eight other vessels were swamped and buildings were demolished, while approximately 200 small craft were sent aground.

Photographers Cited

In recognition of the important war role of Navy, Marine Corps and Coast Guard photographers, 150 citations for the best naval photography in World War II were awarded 25 October by the U. S. Navy Photographic Institute in ceremonies at the National Press Club, Washington, D. C.

Presenting the awards at the ceremonies which were attended by high ranking Navy, Marine Corps, Coast Guard and Government officials was Fleet Admiral William D. Leahy, USN (Ret), Chief of Staff to the President. Seventy-five per cent of the citations were for combat action work in both still and motion picture photography.

Headed by Capt. Edward J. Steichen, USNR, commander of all Navy combat photographers and director of the photography for "The Fighting Lady," the Navy Photographic Institute held an exhibition of the best naval photography in conjunction with the ceremonies.

Utah Plaque

In honor of the six officers and 52 enlisted men who died when the USS *Utah* was sunk at Pearl Harbor, remaining crew members of that ship have forwarded funds for a memorial plaque in the State Capitol at Salt Lake City, Utah.

A check for $1,000, representing the remaining Ship's Service funds of the *Utah*, was sent to Gov. Herbert B. Maw, of Utah. He has agreed to inscribe the 58 names on the plaque.

The *Utah* is still almost entirely submerged near Ford Island in Pearl Harbor. At the time of the attack the battleship had already been converted into an antiaircraft training ship and experimental laboratory for the Pacific Fleet.

Minesweepers lost. Two of the eight mine sweepers assigned to Greece by the United States were lost when they struck mines while on mine sweeping duty in Saronicos Gulf. The ships were the YMS 191 and YMS 74. Three members of the Greek crews were killed in the sinkings.

Jap Starvation. The efficiency of American blockade of by-passed islands was demonstrated after the Jap surrender of Woleai Atoll in the Carolines. Cut off from supplies for nearly six months, the Jap garrison shriveled from 6,500 men to 1,650.

Mail delay from Pacific areas is attributable to the plane priority accorded wounded evacuees. When planes are not available because they have been set aside for wounded, mail is put on fast ships bound for the U. S.

Official U. S. Navy photograph

The USS Metha Nelson on duty as an identification ship at Los Angeles.

WAR CAST MOVIE SHIP IN NAVY ROLE

HER decks once ran with blood. Pirates swarmed through her rigging, slashing at each other with curved cutlasses, plunging overboard from the dizzy heights of her masts. Once she flew the British flag and once a brutal captain delighted in lashing his men with a cat-o'-nine-tails. Once mutineers seized her and set her captain adrift. But, through most of World War II, the USS *Metha Nelson* floated calmly at anchor outside Los Angeles harbor, placidly acting as an identification ship for all inbound and outbound vessels.

Not for years had the *Metha Nelson* sailed the seas in reality but only in the imaginary world of motion pictures. Along with other old windjammers, schooners and the like she had been tied up in a backwater of the harbor for many years. Only when she was needed to portray an old-time sailing ship was she hauled out to sea. Her most famous role was in "Mutiny on the Bounty" with the infamous Captain Bligh as her skipper. Extras were her crew, ketchup the spilt blood on her holystoned decks. Pirate pictures, including "Captain Blood," were her favorite vehicles for in them, with a minimum of remodeling, she could play a part to perfection.

Metro-Goldwyn-Mayer studios sold the *Metha Nelson* to the Navy soon after U.S. entry into war. Her war job was to lay off the harbor, checking identification of all ships and acting as a "boarding house" for ten pilot officers who guide ships into their berths.

Before turning to a histrionic career, the *Metha Nelson*, plied between Maine and Singapore with various types of cargo, mostly lumber. Built in 1896 at Dixon's Shipyard in Eureka, Calif., she also had been outfitted for a treasure-hunting cruise on one occasion. Legend has it that one of her skippers had a price on his head.

The Navy has made a few changes including an engine room and a signal bridge. But a magnetic compass, made in Tokyo, is still on board.

More Education

Steps have been taken to make the benefits of the Navy's Educational Services Program available to every man in the Pacific area. All commanding officers have been directed by an ALPOA to establish educational services programs which will meet the interests and needs of their commands. These activities are part of the Navy-wide program (ALL HANDS, Sept. 1944, pp.32,33), designed to help naval personnel prepare for their return to civilian life by using idle time for the advancement of educational and vocational careers.

As a first step in carrying out the program, the ALPOA instructs each command to make a special survey to determine the interests of personnel in education and vocational work, and the facilities and gear available for classroom instruction, shop work, and on-the-job training.

Participation will be on a voluntary basis and those who enroll will have a free choice in selecting courses of study.

Instructors and assistants will be chosen from local personnel. For those who might stay out of the program because their points are close to the total needed for release, assurance is given that participation in the program, either as teacher or pupil, will not interfere with separation from the service. Where practicable, the program may operate during on-duty as well as off-duty hours.

The Pacific educational program will offer two broad courses of study. One will enable the prospective civilian whose duties may have prevented much study of recent history to catch up on current events and take a refresher course in the civic responsibilities that await his return to home duty. This first activity will be informational in nature. The second and larger activity will provide an educational bill of fare to meet almost any man's taste, from the basic bread-and-butter desire for self-improvement in a vocation to purely cultural interests. The exact nature of the program at any activity will depend upon the expressed interests of the men themselves and the time and facilities available to carry out those wishes.

Informational activities will provide opportunities to study such subjects as "The Foundations of National Power," "The United Nations Organization," "The Role of the Navy in Peace," and "A Citizen's Duties in a Democracy."

Educational activities on Pacific ships and stations call for the establishment of group classes and the teaching of a wide range of academic subjects. The classroom courses will be arranged to serve the needs of every interested man, whether his education was interrupted in grade school, high school, or college.

For those who plan to learn to earn their way in some particular vocation after discharge, prevocational training —making use of naval shop facilities —will be available. On-the-job training will also be given special attention in the educational program. To accomplish this, men may be assigned as apprentices and assistants to qualified technicians and maintenance men and given special opportunities to gain experience or improve skills in chosen trades.

Special training in the "three R's" will be available to men having less than 5th grade mastery in these subjects.

For the individual who has some special need or interest that won't be reached by the local program, assistance will be available toward enrollment in correspondence and self-teaching courses offered by the U. S. Armed Forces Institute (USAFI). The educational program will be rounded out by counsel on educational and vocational plans and assistance in gaining high school or college credit for work and training in the Navy.

Full-time educational services officers will be in charge of the Pacific area educational program at the larger activities. At other places, officers will be assigned to collateral duty on the program.

Antarctic Medal. In recognition of valuable service to the nation in the field of polar exploration and science, the members of the U. S. Antarctic Expedition of 1939-41 are to be awarded medals, as provided for by Public Law 185 recently passed by the 79th Congress.

The medal is to be awarded in three degrees of importance—gold, silver and bronze—and it is estimated that approximately 161 men are eligible to receive the award.

New Fighter. The F8F, fastest single-engine, carrier-based fighter,

has a sea-level speed of 400 miles an hour and can climb more than 5,000 feet a minute with the aid of water injection. The fighter, known as the Bearcat, has four wing-mounted .50-caliber guns and is equipped to carry both bombs and rockets on offensive missions.

The new Navy plane combines the maneuverability of the Jap aircraft with the high horsepower, heavy armor and ruggedness of Navy fighter planes. Its small size makes it possible to load more of them on a carrier.

Navy chaplains are busy men. If you don't believe it look at these figures released last month: Divine services conducted during 1944—450,294. Attendance at these services—37,062,428. The chaplains conducted 397,428 services on their own ships or stations, 35,791 on other than their own ships or stations, and 17,075 services in civilian churches. In addition, during the year they officiated at 3,982 marriages, performed 14,793 baptisms and conducted 13,710 funerals. In affairs other than those directly relating to their religious duties, the chaplains sponsored 40,683 lectures, rehearsals, discussion groups or song fests; held 32,183 study classes and 52,285 entertainments other than movies, with a total of 7,274,839 in attendance. The chaplains also made 5,470.565 visits to persons in hospitals, sick bays and brigs.

Huge economies have been effected by the Navy's salvage operations, which recovered about $600,000,000 worth of sunken ships and cargo in coastal salvage operations. In addition, the Navy saved millions of dollars in military and Navy craft salvaged while clearing harbors for advancing Allied forces.

One of the largest of these salvage jobs was the clearing of 600 vessels from Manila Bay. This task began in January 1945, with 60 officers and 600 enlisted men coping with Jap snipers as well as the sunken ships. The snipers would swim to the wrecks at night and try to pick off salvage workers reporting for work in the morning.

One American DE downed five Kamikazes and probably a sixth in 13 minutes during the Okinawa campaign. The victor, the *John C. Butler*, suffered no casualties, although her antennae and radar equipment on the mast were sheared off by falling Jap planes.

A dead ship, the USS *Barry* took a Kamikaze with her when she sank. The *Barry*, one of the old four-stackers, was decommissioned after a Kamikaze crashed into her at the waterline off Okinawa. After the decommissioning ceremony she was towed to sea, where another Kamikaze destroyed itself or the sinking hulk.

Law of averages meant nothing to the USS *McCall*, which came unscathed through 36 Pacific campaigns from Guadalcanal to Adak. From Pearl Harbor, when she escorted the *Enterprise*, until the war ended, the destroyer traveled the equivalent of 18 times around the world. In her three and a half years of almost constant action not a man aboard was wounded.

Official U. S. Navy photograph

Clifton C. Steggs, SC1c, shows off his wares to customers at Norfolk.

COUNTRY STORE SERVES NOB CRAFT

THERE'S everything a discriminating housewife would want on the shelves of the Navy's country store at NOB, Norfolk, but the only people who come out laden with bundles are the ship's cooks on small craft operating out of the Virginia port.

Established in October 1943 the store is designed to service some 25 small craft a day with meat, dairy products, fresh fruits and vegetables and dry and canned provisions, thus relieving the main supply depot of interruptions caused by small purchasers and permitting it to devote its attention exclusively to major fleet units.

Located on the waterfront, the store stocks all foods necessary to feed the crews of crash boats, subchasers, tugs, minesweepers and other small craft. All a seagoing chef needs is a Navy requisition to obtain a daily or weekly supply of food, depending on the proposed length of his craft's next cruise.

Rapid turnover of stock enables the store's staff to maintain a constantly fresh supply of succulent items. The dry-stores stock is replenished twice a week while perishable goods, such as fruits and vegetables, are obtained daily.

General manager of the store heads a staff of two experienced butchers who man the meat department, two storekeepers who handle the dry stores department and a third storekeeper who handles fruits and vegetables.

Like all good country stores this Navy grocery shop boasts a cat, a checker game and a novel method of trapping flies. The cat, "Bonny," is evidently held in awe by mice and rats for these pests haven't poked a nose into the premises. "Every day I find a pile of bugs under my desk. It's Bonny showing off her prowess," the officer-in-charge reports.

A continual checkers competition is carried on by store personnel in spare moments, which incidentally are very rare. No champion has been officially declared, as one man is defeated almost as soon as he wins the title.

The store maintains a complete stock, even to ice cream for the bluejackets. One day's notice is all that's necessary and the ship will be supplied with many of America's favorite delicacies.

The final touch in country-store atmosphere is manifested in the ingenious rig devised to combat flies. A board to which strips of fly paper are attached is suspended from the ceiling by a tiny pulley. An attached string allows easy hoisting and lowering.

It seldom takes a shopping sailor longer than 15 minutes to obtain everything he needs for his men. Most cooks can carry their own supplies but, if an order is unusually large, a "jitney" is loaded quickly and rumbles down the pier to the ship where the food is unloaded directly aboard.

Supply officers as well as those commanding the smaller craft heartily approve of the store. Not only can requisitions be filled quickly but much waste is eliminated with the day-to-day method of purchasing.

Acme

FOR HOME USE, the four-place Stinson Voyager 150 airplane is scheduled for delivery soon. Price is $5,000 and backlog of orders exceeds $7,000,000.

REPORT FROM HOME

Congress Tackles the Atom

Although the war was over, the world kept its eyes on Washington where the President and Congress were preparing legislation to cope with history's most destructive war weapon—the atomic bomb. While the nation's legislators considered means of controlling the bomb, there were reports of defense against the bomb.

The first positive suggestion from President Truman came on 3 October when he urged Congress to establish a commission to regulate all experimentation and operations in the field of atomic energy. He said the future of civilization rested in international agreements renouncing further use and development of the atomic bomb, concentrating instead on peacetime uses of atomic energy.

Shortly after the President's message, bills along the lines suggested by him were introduced in both House and Senate. There was little doubt that Congressmen generally opposed disclosure of the secret of the bomb. Former President Herbert Hoover, said that the U. S. and Great Britain should keep the secret but develop means for its control. However, he opposed its use as a political weapon in international affairs.

On 9 October the House Military Affairs Committee began and concluded public hearings on the atomic bomb bill in five hours. The bill would completely control and nationalize atomic energy under the greatest grant of administrative power in American history. Experts on the subject told the committee that even the most powerful nations would be unable to catch up with the United States in this field in less than five years or even 20.

The most startling information from the committee was this statement:

"There are indications that an effective counter measure to atomic bombs has been developed to such an extent that they can be exploded far short of their objective without the necessity of locating their position.

"Knowledge of electronics promises ability to detonate atomic bombs at great distances by radio. Such interceptive defense can be effected at the greatest distance from our shores by the Navy. . . . We cannot scuttle our Navy but rather we must maintain the world's most powerful Navy intact.

"The atomic bomb is still a bomb requiring land planes or carrier-based planes to deliver it. The best offense against it is intercepting air power."

Entering the controversy about the atom bomb's future, 400 scientists who helped develop the weapon urged its control by an international body. They predicted atomic bombs "thousands of times more powerful" than those dropped on Japan and declared that for the United States to try to keep the secret from the rest of the world would result in "unending war more savage than the last."

Labor Unrest Spreads

Industrial strife, kept to a minimum by the wartime no-strike policy, swept across the nation last month as several major industries experienced actual or threatened work stoppages. With many industries openly or covertly seeking higher prices, labor groups sought increased wages and launched organizing campaigns.

By the end of the first week in October more than 500,000 workers were idle. Although in the next two weeks this figure was cut in half the 350,000 members of the United Automobile Workers Union in General Motors and Chrysler plants were taking a strike vote.

The UAW's demands for a 30 per cent wage increase was typical of other union stands: labor contended that during the war prices had risen 43 per cent. The Bureau of Labor Statistics said the increase was 29 per cent. During this period wage increases had been limited to 15 per cent by the "Little Steel" formula, but this did not include overtime pay.

Other strikes, however, were at least partly attributable to a clash between the CIO and A. F. of L. or between factions of the same union. In this category fell the stevedores stoppage in New York City which, according to Secretary of War Patterson, "materially retarded the return of American soldiers from Europe." On 9 October the Army sent two platoons of stevedore-soldiers to unload the *Queen Elizabeth*. Thereafter, a group of Army officers voluntarily assisted in unloading ships.

The Navy too was forced to step into a strike when a third of the nation's oil refineries were clamped shut by work stoppage. At the order of President Truman, the Navy, under Vice Admiral Ben Moreell, USN, operated the struck refineries until the dispute was settled.

In the coal industry, where John L. Lewis is boss of 400,000 soft-coal miners, that labor chieftain made a bid for increased power by demanding unionization of foremen and supervisors. Coal operators refused to come to a conference proposed by Lewis for discussion of his demands. By mid-October 200,000 bituminous miners had downed tools in this dispute, but on 17 October the coal strike ended when Lewis asked strikers to go back to work.

Regardless of who was at fault in the strikes, one result was a serious delay in reconversion and the release of consumer goods to eager Americans. Discussing this phase of our postwar economy J. A. Krug, chairman of the now-defunct War Production Board, contended it was "silly to talk about the progress of reconversion with the strike situation being what it is."

Marshall Urges Preparedness

Pulling no punches, Gen. of the Army George C. Marshall, Army Chief of Staff, laid before the American people a 72,000-word report in which he summarized the war and pleaded with Americans to establish compulsory military training lest they bring on a disaster that would dwarf World War II.

The famous soldier-statesman disputed the arguments of opponents of universal military training and declared the United States must keep itself ready to mobilize an Army of 4,000,000 within one year after any future international crisis. He denied that a strong army would undermine American democracy, contending the American Army has been a bulwark of democracy.

He warned against ignoring the

Acme photo

MISS HEMISPHERE was chosen at suggestion of crew of Marblehead.

"tragedies of the past and present which we are seeking to avoid for the future," and said that in 1939, when he became Chief of Staff, the United States was "sick" and "not even a third-rate military power."

"We finish each bloody war with a feeling of acute revulsion against this savage form of human behavior," he asserted, "and yet on each occasion we confuse military preparedness with the causes of war and then drift almost deliberately into another catastrophe."

Vets Have 'Super-Seniority'

Veterans have been granted "super-seniority" in regaining jobs by a Selective Service ruling. Selective Service declared that union membership or other conditions not specifically enumerated in the Selective Service Act could not be required of a veteran as a prerequisite to his reinstatement in civilian work.

Section 8 of the Selective Service Act provides that all men or women who entered the armed forces after 1 May 1940 have the right to restoration of their old jobs or other jobs of like seniority and pay, with protection against arbitrary dismissal or layoff for one year.

The new regulations of Selective Service are contained in a handbook issued by Maj. Gen. Lewis B. Hershey and supersede all earlier interpretations of Section 8. Where there are borderline cases, says the general, "the doubt . . . should be resolved in favor of the veteran."

What vets want to do was the subject of a survey by the New York State Commerce Department. Indications are that the greatest interest in post-war fields centers on gasoline filling stations and small retail stores. There were many inquiries from ex-servicemen concerning electrical appliance stores and grills. The list of occupations that aroused veterans' curiosity included a diaper laundry service and goat-raising. Two service men apparently planned to combine business with pleasure because they wanted the details on a fishing and boating service.

Vet gets job. The Federal Court in Boston, Mass., came to the support of a veteran whose former employer had refused to rehire him at his old job. The court directed the employer to give the vet the job and also to pay him the salary that had accumulated since the ex-soldier had first applied for the job.

Taxes Going Down. The first major tax slash in 16 years seemed at hand last month when the House of Representatives quickly passed a measure that would reduce taxes by more than $5,000,000,000. The bill, if passed by the Senate and signed by the President, would strike more than 12,000,000 persons from the income-tax rolls.

Under the proposed tax bill, no person would get less than a 10% income tax reduction and the cut could go as high as 40%. The tax burden on corporations would also be reduced by $1,888,000,000 including a partial repeal of war excess profits levy and lowering of business surtax rate. The $5 automobile use tax is to be abolished on 1 July. Frozen by the bill was the social security tax in 1946 at 1 per cent each on employe's pay and employer's payrolls. Without this freeze the rate would have increased to 2.5 per cent on 1 Jan 1946.

NEW CARS once more roll off Ford River Rouge production line.

Home-Town Topics

There's a guy in *New York City* who's really breaking the cops' hearts with his generosity. Regularly he leans out of a window in a Fifth Avenue skyscraper and tosses quarters, nickels and dimes to the street. What that does to traffic shouldn't happen to a task force. Finally three uniformed men and a couple of plain-clothes police were planted outside the building. They waited in the rain, along with scores of other New Yorkers. But this day he didn't show up. Maybe it's a case for Dick Tracy. . . . Another tale about money comes from the New York Central terminal in *Buffalo, N. Y.* One day 61 service men and women passing through the station were handed envelopes containing from two to five dollars. Seems the National Corps Ladies Auxiliary, Army and Navy Union, U. S. A., had decided it had too much money in the treasury and figured a good post-war plan would be to give money to service men and women rather than toss a party. . . . Then there's the story from *Kalamazoo, Mich.*, about the 11-year-old boy who told police he had "found" four dollars. By the time the cops caught up with him he had eaten a sundae, a pound of peanuts, a bag of popcorn, eight candy bars, 30 cents worth of penny candy. Then he washed it down with eleven ice cream sodas.

QUOTES OF THE MONTH

• *Admiral Nimitz, in tribute to American prisoners of Japs:* "Those men—the rescued and their lost comrades—are a greater price than any that can be reckoned in billions of dollars."

• *Lt. Col. Devereux, asked if he hated Japs:* "No, I do not hate them. to hate a person you have to admit him to equality, and I don't think the Japanese are our equals in any way whatsoever."

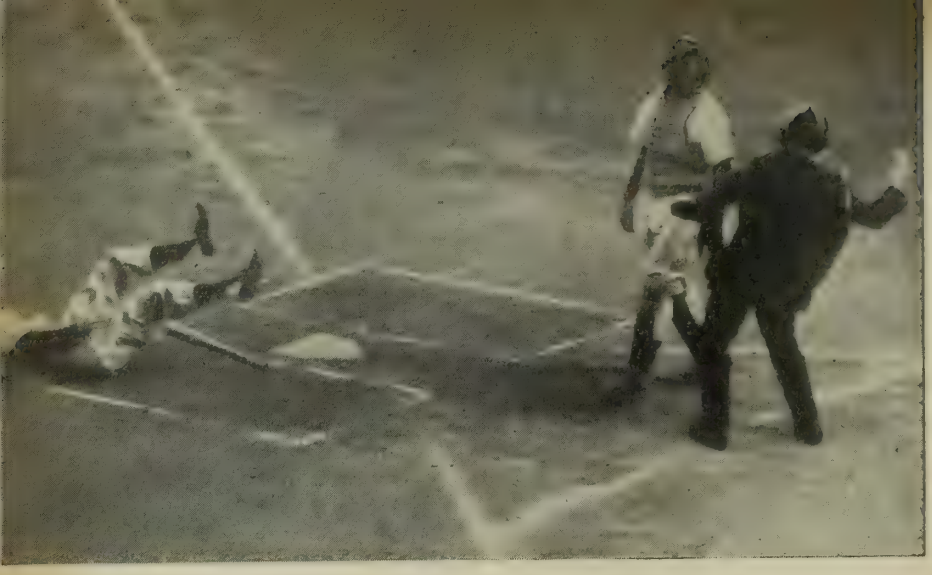
• *Admiral Mitscher on postwar planes:* "The 'hot' fighter plane of today becomes the 'sitting duck' of tomorrow."

• *Comdr. William Masek, appointed temporary commander of Wake Island:* "I accept this command with the greatest of pleasure—not because it is just another island—but because it is *the* island where the Marines taught us how to fight this war."

• *Joseph Kramer, on trial for atrocities while in charge of German concentration camp:* "All died of natural causes, either illness or old age."

• *Secretary of State Byrnes:* "The United States is willing to dictate terms of peace to an enemy but is not willing to dictate terms of peace to its allies."

• *Harold Laski, chairman of the national executive council of the British Labor party:* "The post-war world will no more endure part democratic, part Fascist, than the United States could have endured half slave, half free."



TRYING HARD is Detroit's catcher, Paul Richards, as he swings and misses in last game. By this time fans had seen everything in touch-and-go series.

SERIES HISTORY made by Passeau, with one-hit shutout in 3rd game.

All this in one hour, which is a chow hound in any outfit.

For the benefit of jivesters who think rug-cutting is the fastest thing on feet, General Electric scientists in *Schenectady, N. Y.*, made a little test. They concluded that jitterbugs were a bad second to polka dancers. According to the scientists the polka raps out 170 vibrations per second, which is 50 better than the jive artists could do. . . . Things are really tough all over. Three masked bandits copped a safe in *Boston, Mass.* Inside was $5,000. Several hours later the police found them in the woods trying to open the safe. There was an exchange of shots, the robbers fled. The thieves had been unable to open the safe. . . . Out *San Francisco* way, the folks really know the war is over because the street car lines have started courtesy classes for conductors. . . . For years fishermen have been telling tales about the "monster" that inhabited Round Lake, *Saratoga County, N. Y.* It was a menace to all sorts of fishing tackle. Now the mystery is solved. The Conservation Department says the "monster" is a 30-inch, 11-pound bass. It was found dead. The previous State rod and reel record was 10 pounds, six ounces. . . . Another story for animal lovers concerns the cow in *Alexandria, La.* She gave birth to triplets. Mother and children are doing fine.

SPORTS

Tigers are Champs

The theme song for the World's Series could have been borrowed from a lament familiar to the ever-hopeful rooters at Ebbets Field, Brooklyn—"Wait till next year." For although the series, copped by Detroit in seven games, set a new attendance record, it was probably the sloppiest baseball classic in recent years.

The slow fielding and numerous errors made the series look like a sequence from a Marx Brothers movie, but this haphazard brand of baseball gave the games a hectic quality, with fans wondering from inning to inning what strange twist of baseball would come next.

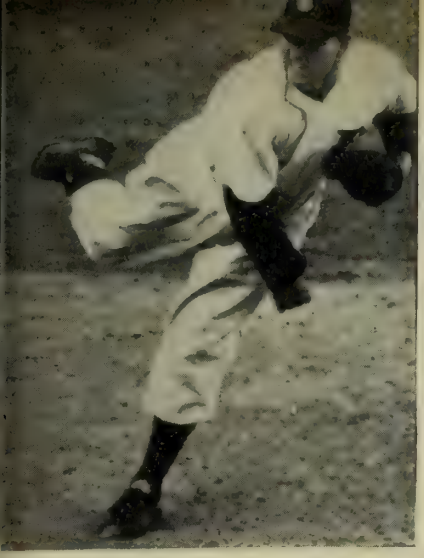
Of particular interest to servicemen still "sweating out" their points was the role played by two honorably discharged veterans, one from the Navy and the other from the Army. Virgil Trucks, discharged from the Navy just a few weeks before the series, pitched Detroit to its first victory over Chicago. Hank Greenberg, late of the Army, was slugging hero of the series with two homers.

The tilt opened in Detroit on 3 October before 54,637 frost-bitten spectators, who paid $221,883. In the first inning the Cubs teed off Hal Newhouser for four runs. They nailed him for three more in the third and that ended his work for the day. The Cubs scored a couple of more for good luck, but they need not have reached first after the first run. For Hank Borowy, sold to Chicago for $100,000 in July, hurled a fine game to blank the Tigers 9-0, with only six hits.

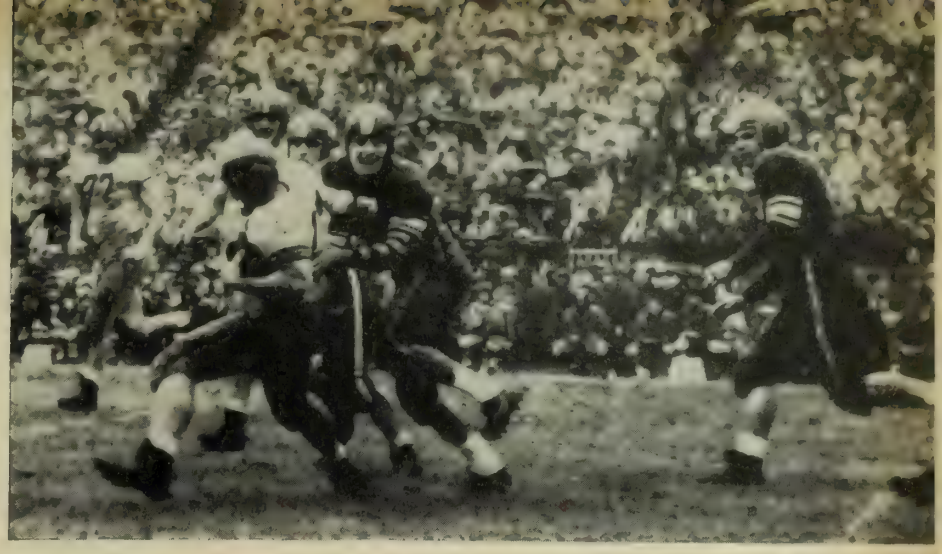
The shoe was on the other foot in the second game, but it was a very tight fit. Not until the fifth inning did the victorious Bengals move into the lead, after trailing 1 to 0. But in the thrilling fifth, after the tying run had scored, husky Hank Greenberg came to bat with two men on to face Hank Wyse. The man who had clinched the pennant for his team with a homer, brought the fans to their

BASEBALL'S V-DAY in dressing room where jubilant Tigers congratulate hurling ace, Newhouser—with cap awry—after winning vital seventh game.

JACKPOT for Greenberg with two on, brought first Tiger victory.



FIREBALLER Trucks fires one for Tigers in winning second game.



NAVY SAVVY demonstrated by Bill Barron, finally nabbed after gaining 17 yards against Duke in second quarter. Navy won 21-0 before 43,000 fans.

feet with a towering jackpot hit deep into the left field stands.

From then on, it was up to the Navy's Virgil Trucks. Behind him, as he burned in his famous fast ball was the same slow-fielding team that looked so bad against the flashy Cubs. But Trucks manned his battle station in superb fashion and the Chicago kamikazes never had a chance, with the game ending 4-1, knotting the series, 1-1.

The third game provided the best-pitched game in series history as Claude Passeau tossed a one-hit shutout, facing only 28 Tigers. Only once before since the series began in 1903 has there been a one-hitter and that too was hurled by a Cub moundsman. But that pitcher, Ed Reulbach, allowed a run. Passeau, a 34-year-old right hander permitted only two Tigers to reach first and neither of these got to second. The final score of 3-0 put Chicago in the lead for the title, 2 games to 1.

Then the series moved to Chicago's Wrigley Field, but that was small solace for the local folks. By the end of the day the series was knotted once more. This time the honors went to bespectacled Paul Trout, who pitched Detroit to a 4-1 victory. As in the second game, the Tigers bunched their hits in one inning, driving Ray Prim from the box in the fourth with a four-run rally. The Cubs made only five hits. Prim, incidentally, is 39 years old. It was that kind of a series.

The next day, Detroit took the lead in the series. Once more it was Newhouser against Borowy, but this time Steve O'Neill's southpaw ace came out on top and Borowy got an early shower. Sparked by Greenberg's three doubles, Detroit trounced Chicago 8-4. In this game the teams outdid themselves in zany baseball antics, with misjudged fly-balls a commonplace.

However, the fifth game was only a warmup for the sixth on ten screwy-baseball department. Perhaps the real hero of this game was the scorekeeper who alone remained impervious to the 12 hectic innings that ended with Chicago on top, 8-7. The base-running was of sand-lot variety and long after, the game sports writers were still arguing whether Greenberg was the game's hero or goat. After running bases with superb indifference to baseball strategy, he tied the game with a homer in the eighth. Then in the 12th the winning hit got by him. At any rate, it was called a hit, after considerable hesitation. That made the series count even, 3 to 3.

There was nothing close about the final game. Detroit went to work on a tired Borowy in the very first inning, battering him and Paul Derringer for 5 runs. Newhouser, working with this fat lead, clinched the game and series with a 9-3 victory. It was the second world's championship for the Tigers in seven tries. As for the Cubs, this was their seventh consecutive series defeat.

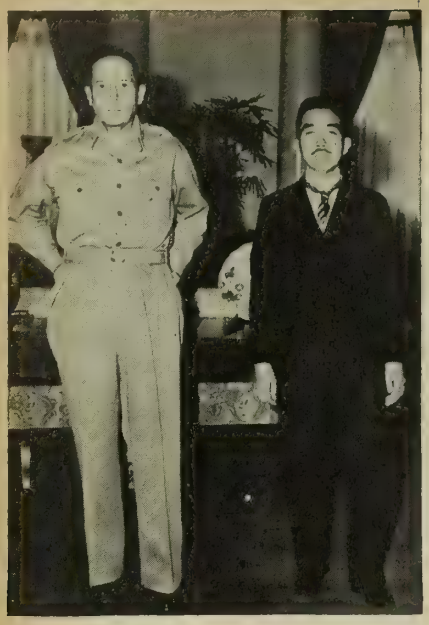
The attendance for the series was 333,457 topping the previous record of 328,051 set in 1926 when the Cardinals beat the Yanks. The gate was $1,592,454, more than a quarter of a million dollars better than the previous record in 1940.

Navy '11' Winning. With the collegiate football season well under way, Navy's powerful team was on top with neither a defeat nor tie to mar its four games. Relying on a strong line and fast backs the Middies were sharing the football spotlight with Army and Notre Dame, also untied and unbeaten.

C-NOTE means civilian and road to million-dollar gate for Joe Louis.

STOPPED DEAD was USC's Stub Harvey by California on this play. But Southern Cal came out on top in tough Pacific coast tussle. Score: 13-2.

Photographs from Press Association, Inc.



Official U. S. Army Signal Corps photograph

PRECEDENT went by the boards as Gen. MacArthur received Hirohito at U. S. Embassy in Tokyo last month.

WORLD AFFAIRS

London Conference Stalemate

After 22 days of conferring and bickering, the world's first peace conference ended in stalemate. The foreign ministers of the United States, Great Britain, Russia, China and France finally found something in common on 3 October when they agreed to end the London sessions.

Apart from the deadlocks on how to make the peace, the conference highlighted a cleavage among the nations that aligned four powers against Russia on nearly all major issues. At times there were personal recriminations which enveloped the Council of Foregin Ministers in pessimism, making the role of peacemakers more difficult.

Secretary of State James F. Byrnes said the meeting broke up because Russia refused to accept the principle of admitting other nations, notably China and France, to discussions of questions not involving them direct.

Soviet Foreign Commissar Vyacheslaff M. Molotoff, sought to exclude both China and France from discussion of peace terms for the Balkans.

On the other hand, the Russians were critical of American government in Japan and demanded an Allied commission take over in which Russia would have a voice. The criticism of America's occupation policy in Japan brought a quick, sharp rejoinder from Secretary Byrnes.

He pointed out that the matter of Japanese occupation was not on the agenda; that if the Russians questioned our policies they should have made objections through regular diplomatic channels. Mr. Byrnes was supported by President Truman, who reminded the Soviets that until then they had never expressed dissatisfaction with America's independent control of Nippon.

At first, the British too lined up with Byrnes. However, British Foreign Secretary Ernest Bevin soon learned that the Australians and other dominion representatives were in favor of the Russian proposal for Allied control of Japan, and British opposition was withdrawn.

Two days after the conference ended, Mr. Byrnes said he would continue to work for another peace meeting because he felt that a world war should be settled only by all the United Nations. He pointed out that the Russian delegate had not rejected the American proposal for a peace conference.

"My hope," said Mr. Byrnes, "is that after he (Molotoff) has conferred with his Government, his Government will agree that the nations that fought the war—the World War—shall have a chance to make the world peace. . . . The United States is willing to dictate terms of peace to an enemy but is not willing to dictate terms of peace to its allies."

New Japan Taking Shape

With Japan disarmed, Gen. of the Army Douglas MacArthur, Supreme Commander for the Allied Powers, began a thorough overhauling of that nation's war-making potential and also laid the groundwork for a more democratic political life as a safeguard against the rejuvenation of militarism.

One of his first steps was a series of orders freezing Jap trade and smashing the Jap Government's close supervision of news sources and facilities. He called the trade freeze a program for "fingerprinting the nation's assets here and abroad."

The directive on trade prohibited the Jap Government from exporting or importing all means of carrying on foreign trade, including gold and silver coin, currency, checks and bills of exchange without prior approval of the Allied Command. He also banned transactions in gold, silver, platinum and foreign exchange, as well as all other money controlled by Japan or the Japanese. This move was aimed at keeping the Nips out of competition in foreign postwar markets.

Official U. S. Army Signal Corps photograph

PRISON GATES close on Yamashita, who led Jap forces in Philippines.

His second directive, calculated to "encourage the liberal tendencies in Japan and establish free access to the news sources of the world," eliminated government control of, or interest in, Japanese newspapers. He forbade "preferential treatment" for any news agency, thereby killing government subsidies in this field.

Then, on 4 October Gen. MacArthur went even further, ordering the Japs to repeal all laws restricting freedom of thought, assembly, speech or religion. At the same time he demanded the release of political prisoners and dismissal of the Jap Minister of Home Affairs as well as members of the secret police, who formed a sort of Japanese Gestapo. These were direct blows at the roots of the Imperial totalitarian system.

Within three days there was a new Jap Premier, as Baron Kijuro Shidehara replaced Prince Naruhiko Higashi-Kuni. The new Premier began reshuffling the Cabinet.

Perhaps the most dramatic incident since the Jap surrender occurred on 27 September when Emperor Hirohito in a non-divine role shattered all precedent by visting Gen. MacArthur in the main living room of the United States Embassy in Tokyo. The conference lasted half an hour and the subjects of discussion were not revealed.

In Washington, on 10 October Secretary of State Byrnes invited nine nations to send delegates to the American capital for a meeting to establish an Allied Advisory Commission, which would consider Japanese occupation policy. Although Russia was among the invited nations, the President rejected the Soviet request for an Allied Commission to sit in Tokyo and govern Japan.

Japs Killed Doolittle Flyers. Conclusive evidence shows that the Japs executed three of the Americans who flew in the famous Doolittle raid over Tokyo from the carrier Hornet. Documents discovered by Army officials show that three flyers were killed by a firing squad at the Shanghai race track after a farcical thirty-minute trial. Another flyer in the 1942 raid died of ill treatment in a Nanking prison camp.

The records of the court-martial proceedings show that not only were they conducted without regard for the generally accepted rules, but that they were held in Japanese.

Pierre Laval, who attained his greatest power by collaborating with his nation's oppressors, was executed as a traitor to France on 15 October. A firing squad, carrying out the judgment of a French court, killed the Vichy Government's premier only four hours after he had failed to commit suicide by poison.

DECORATIONS & CITATIONS

For reasons of security, the deed for which a man receives a decoration sometimes cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

MEDALS OF HONOR AWARDED 14 HEROES

President Truman Presents Citations on Nimitz Day

ELEVEN MARINES and three Navy men who displayed great heroism and leadership in the Pacific received Congressional Medals of Honor in special ceremonies at the White House on Nimitz Day, 5 October.

Among the men who received their medals from President Truman was Lt. Col. Gregory Boyington, USMC, Okanogan, Wash., Marine flying ace recently freed from a Japanese prison camp. Lt. Col. Boyington's citation, awarded while he was a major and signed by the late President Roosevelt, was for action against the Japanese in the Solomons Area from 12 Sept 1943 to 3 Jan 1944 when he was CO of Marine Fighting Squadron 214 and personally destroyed 28 of the Jap planes shot down by his squadron.

On the same occasion, Comdr. George L. Street, III, USN, Bon Air, Va., was decorated for his conspicuous gallantry as CO of the USS *Tirante* during her first war patrol, off the coast of Korea. On 14 Apr 1945 the *Tirante* sank a large Japanese ammunition ship and two other vessels in the harbor of Quelpart Island in defiance of five shore-based radar stations, menacing aircraft and numerous patrolling vessels.

Eight of the men won their awards for distinguishing themselves above and beyond the call of duty on Iwo.

• Sgt. William G. Harrell, USMCR, Mercedes, Tex., leader of an Assault Group in the 5th Marine Div., killed at least five Japanese in hand-to-hand combat on 3 Mar 1945 despite critical injuries to both hands, his leg and side while defending his command post.

• Corp. Douglas T. Jacobson, then Pfc., USMC, Port Washington, N. Y., destroyed a total of 16 enemy Japanese positions and annihilated approximately 75 Japanese on 26 Feb 1945 as his unit of the 4th Marine Div. fought desperately toward the summit of Hill 382 to penetrate the heart of Jap cross-island defenses.

• Pfc. Jacklyn H. Lucas, USMCR, Belhaven, N. C., on 20 Feb 1945 hurled himself over two grenades, absorbing the explosions in his own body in order to shield his companions of the 5th Marine Div. He is the youngest man of the Navy or Marine Corps or Coast Guard to receive the Medal of Honor in this war.

• Capt. Joseph J. McCarthy, USMCR, Ironwood, Mich., as CO of Company G, 2nd Battalion, 24th Marines, 4th Marine Div., consistently disregarded all personal danger during the fierce conflict on 21 Feb 1945 and by his brilliant professional skill, daring tactics and tenacious perseverance in the face of overwhelming odds contributed materially to the success of his division's operations on Iwo Jima.

• Pvt. Franklin E. Sigler, USMCR, Little Falls, N. J., on 14 Mar 1945 took command of his rifle squad of the 5th Marine Div., after the leader became a casualty, and led a bold charge against a Japanese gun installation. Reaching the enemy ahead of his squad he successfully surprised the enemy with a furious one-man assault and personally annihilated the entire crew. Although severely wounded, he returned to his position to continue fighting and evacuating other casualties.

• George E. Wahlen, PhM2c, USNR, Ogden, Utah, received his decoration in recognition of his heroism and self-sacrifice in caring for Marine wounded on 3 Mar 1945 when he consistently disregarded all danger and his own wounds to attend fighting comrades.

• Pvt. Wilson D. Watson, USMCR, Earl, Ark., serving with the 3d Marine Division, on 26 and 27 Feb 1945 fought furiously and alone in an exposed position for 15 minutes, killing 60 Japanese before his ammunition was exhausted and his platoon was able to join him.

• Corp. Hershel W. Williams, USMCR, Fairmont, West Va., was credited with being directly instrumental in neutralizing one of the most fanatically defended Japanese strong points on Iwo Jima after he daringly went forward alone on 23 Feb 1945 to attempt the reduction of devastating machine-gun fire from the unyielding positions.

• Corp. Richard E. Bush, USMCR, Glasgow, Ky., was decorated for gallantry at Okinawa. While serving

Gregory Boyington, Lt. Col., USMCR | Robert E. Bush, HA1c, USNR | Richard E. Bush, Corp., USMCR | William G. Harrell, Sgt., USMCR | Arthur J. Jackson, 2nd Lt., USMCR | Douglas T. Jacobson, Corp., USMC | Jacklyn H. Lucas, Pfc., USMCR

Joseph J. McCarthy, Capt., USMCR | Franklin E. Sigler, Private, USMCR | George L. Street, III, Comdr., USN | George E. Wahlen, PhM2c, USNR | Wilson W. Watson, Private, USMCR | Hershel W. Williams, Corp., USMCR | Louis H. Wilson, Jr., Major, USMC

with the 6th Marine Div. during the final assault against Mt. Yaetake on 16 Apr 1945, Corporal Bush was with the first unit to break through the inner defense of Mt. Yaetake and fought relentlessly in the forefront of the action until seriously wounded and evacuated with others under protecting rocks. Although prostrate under medical treatment when a Japanese hand grenade landed in the midst of the group, Corporal Bush unhesitatingly pulled the deadly missile to himself and absorbed the shattering violence of the exploding charge in his own body, thereby saving his fellow marines from severe injury or death despite certain peril to his own life.

• Robert E. Bush, HA1c, USNR, Raymond, Wash., was a medical corpsman with a rifle company of the 5th Marine Div. While he was administering blood plasma to a wounded marine on 2 May 1945, the Japanese launched a savage counterattack, but he resolutely maintained the flow of life-giving plasma. With the bottle of plasma held high in one hand, Bush drew his pistol with the other and fired into the enemy's ranks until his ammunition was expended, accounting for six of the enemy despite his own serious wounds and the loss of one eye suffered during his desperate battle in defense of the helpless man.

• 2nd Lt. (then Pfc.) Arthur Jackson, USMCR, Portland, Ore., received his medal for action with the 1st Marine Div. on Peleliu on 18 Sept 1944 when he wiped out a total of 12 pillboxes and 50 Japanese soldiers storming one gun emplacement after another in a valiant one-man assault, in the face of continuous and shattering enemy fire.

• Maj. Louis H. Wilson Jr., USMC, Washington, D. C., received the country's highest award for his gallantry in combat while CO of Company F, 2nd Battalion, 9th Marines, 3rd Marine Div. during a 10-hour night battle on Guam on 25 and 26 July 1944, he led his men in hand-to-hand encounters in defense of a hard-won vital position. During the course of hard fighting a day earlier, he had received three wounds. His leadership and daring combat tactics were responsible for capturing and holding the vital ground at Fonte Hill and the annihilation of 350 Japanese troops.

Fleet Admiral Nimitz Cited for Final Phase of Pacific Campaign

President Harry S. Truman presented the Gold Star in lieu of a third Distinguished Service Medal to Fleet Admiral Chester W. Nimitz, USN, at a ceremony on the White House lawn 5 October, culminating Nimitz Day (see p. 45) in the Capital.

The accompanying citation reads: "For exceptionally meritorious service to the Government of the United States as Commander in Chief, United States, Pacific Fleet and Pacific Ocean Areas, from June 1944 to August 1945. Initiating the final phase in the battle for victory in the Pacific, Fleet Admiral Nimitz attacked the Marianas, invading Saipan, inflicting a decisive defeat on the Japanese Fleet in the First Battle of the Philippines and capturing Guam and Tinian.

"In vital continuing operations, his Fleet Forces isolated the enemy-held bastions of the Central and Eastern Carolines and secured in quick succession Peleliu, Angaur and Ulithi. With reconnaissance of the main beaches on Leyte effected, approach channels cleared and opposition neutralized in joint operations to reoccupy the Philippines, the challenge by powerful task forces of the Japanese Fleet resulted in a historic victory in the three-phased Battle for Leyte Gulf, October 24 to 26, 1944. Accelerating the intensity of aerial offensive by pressure exerted at every hostile strong point, Fleet Admiral Nimitz culminated long-range strategy by successful amphibious assault on Iwo Jima and Okinawa.

"A wise, steadfast and indomitable leader, Fleet Admiral Nimitz, by his daring strategy and his faith in the courage and skill of the officers and men under his command, finally placed representative forces of the United States Navy in the harbor of Tokyo for the final capitulation of the Japanese Empire. Through his mastery of naval warfare, his strategical skill, his sound judgment and his inspiring leadership, he demonstrated the highest qualities of a naval officer and rendered services of the greatest distinction to his country."

LCI (G) Group 8 and LCI (G) Flotilla 3 Receive Awards for Pacific Actions

The extraordinary heroism of 11 officers and the crews of 12 Landing Craft, Infantry (Gunboat) in the pre-invasion days of Iwo Jima was told with the presentation of the Medal of Honor to Lt. Rufus G. Herring, USNR, Roseboro, N. C.; Navy Crosses to 10 other officers and the Presidential Unit Citation to LCI(G) Group Eight, to which they were attached.

Lt. Rufus G. Herring

At the same time LCI(G) Flotilla Three, Amphibious Forces, Pacific Fleet, of which Group Eight was a part, was awarded the Navy Unit Commendation for its earlier heroic action in the Pacific.

Manned by fighting and skilled seamen, the lightly armored ships of LCI (G) Group Eight advanced steadily under sustained hostile fire in support of beach reconnaissance by Underwater Demolition Teams at Iwo Jima on 17 Feb 1945, and led the way for the invasion two days later.

With guns silenced, fires spreading in ready ammunition and engine rooms flooded, those ships still operable towed their powerless companion ships clear of enemy fire. Although suffering desperate casualties, the unit evacuated the wounded, extinguished their fires, and returned to the firing line.

Only when the beach reconnaissance had been accomplished did LCI(G) Group Eight retire after absorbing an hour and a quarter of devastating punishment in support of the stout-hearted swimmers of the Demolition Team.

LCI(G) Flotilla Three, Amphibious Forces, Pacific Fleet, received the Navy Unit Commendation for participating in actions in support of amphibious landing on Kwajalein and Eniwetok Atolls in the Marshall Islands, and on Saipan, Guam and Tinian in the Marianas from January 31 to July 28 1944.

Preceding the assault waves in poorly charted waters off the reef-studded shores of these heavily fortified hostile bases, and repeatedly navigating unswept channels to deliver concentrated rocket and gunfire at perilously close range against beach entrenchments, pillboxes and blockhouses, the ships of Flotilla Three suffered serious damage and numerous casualties under heavy Japanese gunfire and the intense cross-fire of our own ships.

Responding to the many calls for close-in fire, the units of the Flotilla rendered substantial aid to our invasion forces by providing smoke and protective screens for the large combatant and auxiliary vessels against hostile aircraft, submarines and small craft; disrupted potentially dangerous counter attacks by Japanese landing barges and defied enemy fire to conduct daring patrols in support of reconnaissance and demolition parties.

Lt. (then Lt. [jg]) Herring, winner of the Medal of Honor, was commanding officer of the LCI(G) 449 operating as a unit of LCI(G) Group Eight during the pre-invasion attack on Iwo Jima on 17 Feb 1945. He directed the barrage of gunfire from his craft until he was struck down by the savage counterfire which blasted the 449's guns and whipped her decks into sheets of flame. Regaining consciousness he was again critically wounded when a Jap mortar crashed the conning station, instantly killing or fatally wounding most of his officers and leaving the ship without navigational control.

Lt. Herring, recovering the second time, climbed down to the pilot house, took over the helm and carried on until relief could be obtained. When he could no longer stand he propped himself against empty shell cases and rallied his men to the aid of the wounded. Meanwhile he held his ship's position in the firing line with his 20-mm. guns and conned his crippled craft to safety.

Navy Crosses were awarded to the following 10 officers who commanded units of LCI(G) Group Eight during the close-in fire support operations against Iwo Jima on 17 Feb 1945 for which Group Eight won the Presidential Unit Citation: Lt. (jg) Forrest W. Bell, USNR, Lubbock, Texas, CO of *LCI(G)441;* Lt. (jg) Wallace A.

Brady, USNR, Bancroft, Wis., CO of *LCI(G)450;* Lt. Gerald M. Connors (then Lt. [jg]), USNR, Toledo, Ohio, CO, *LCI(G)469;* Lt. Charles E. Fisher, USNR, St. Petersburg, Fla., CO, *LCI(G)473;* Lt. (jg) Harry L. Gruver, USNR, Napa, Calif., CO, *LCI(G)346;* Lt. James J. Horovitz, USNR, Brighton, Mass., CO, *LCI(G)466;* Lt. Jerome J. O'Dowd (then Lt. [jg]), USNR, Fort Wayne, Ind., CO, *LCI(G)457;* Lt. (jg) Bernard J. Powers, USNR, St. Peter, Minn., CO, *LCI(G)438;* Lt. (jg) Mathew J. Reichl, USNR, Wausau, Wis., CO, *LCI(G)474;* Lt. (jg) Alvin E. Rosenbloom, USNR, Chicago, Ill., CO, *LCI(G)348.*

USS Pennsylvania First BB to Get Navy Unit Citation

The USS *Pennsylvania* holds the honor of being the first battleship awarded the Navy Unit Citation. The 29-year old battleship received the award for her illustrious combat record from May 1943 through February 1945 during which time she operated under 10 separate commands and was the only battleship to take part in every combat amphibious operation from Attu to Lingayen.

Although the *Pennsylvania* was one of the battleships hit by a Japanese bomb at Pearl Harbor 7 Dec 1941 she later travelled more than 110,000 miles taking part in operations from the Aleutians to Australia and Pearl Harbor to the South China Sea "without casualty to herself or her personnel". While expending more than 11,000,000 pounds of steel against enemy positions and concentrations in 13 amphibious landings, she was repeatedly attacked by suicide planes, four times narrowly missed by torpedoes, five times announced as sunk by Radio Tokyo and under heavy fire as a participant in the night Battle of Surigao Straits. But finally, the night before the Japanese capitulation was announced, while the "Pennsy" was at anchor near Okinawa, a lone torpedo bomber made good an attack which opened a hole in her stern on the starboard side, taking the lives of 20 men.

French Give Dual Honors To Two Navy Captains

Vice Admiral Raymond Fenard, chief of the French Naval Mission to the United States, recently presented the Legion of Honour, Rank of Chevalier, and the Croix de Guerre with Palme to Capt. Adolph H. Oswald, USN, and Capt. Frank B. Gary, USNR, both of Washington, D. C. "for exceptional services of war rendered in the course of operations for the liberation of France."

Capt. Oswald is now serving on the staff of the Commander in Chief, United States Fleet, and Capt. Gary is on duty in the Central Division of the office of the Chief of Naval Operations.

Pacific Marine Corp Units Receive Citations for Work in Island Battles

The Presidential Unit Citation has been awarded to Marine Corps units for their distinguished service in the epic battles at Wake, Midway, the Solomons, Tarawa, and Saipan and Tinian.

Those receiving the award are as follows:

• The WAKE detachment of the first Defense Battalion, U. S. Marine Corps, under command of Lt. Col. (then Major) James P. S. Devereux, USMC; Marine Fighting Squadron 211 of Marine Aircraft Group Twenty-One, under command of Major Paul A. Putnam, USMC; and Army and Navy personnel present: For courageous conduct against an overwhelming superiority of enemy air, sea, and land attacks from 8 to 22 Dec 1941, during which these heroic officers and men manned their shore installations and flew their aircraft so well that five enemy warships were either sunk or severely damaged, many hostile planes shot down, and an unknown number of land troops destroyed.

• MARINE AIRCRAFT GROUP TWENTY-TWO, composed of Headquarters and Service Squadron Twenty-Two; VMF-221, Marine Fighting Squadron; VMSB-241, Marine Scout Bombing Squadron: For conspicuous courage and heroism in combat under tremendously adverse and dangerous conditions in the unyielding defense of Midway during June 1942.

• FIRST MARINE DIVISION, REINFORCED, under command of Major General Alexander A. Vandegrift,, USMC: For demonstrating outstanding gallantry and determination in successfully executing forced landing assaults 7-9 Aug 1942 against a number of strongly defended Japanese positions on Tulagi, Gavutu, Tanambogo, Florida and Guadalcanal, British Solomon Islands, completely routing all the enemy forces and seizing a most valuable base and airfield within the enemy zone of operations in the South Pacific Ocean. From the above period until 9 Dec 1942, this Reinforced Division not only held their important strategic positions despite determined and repeated Japanese naval, air and land attacks, but by a series of offensive operations against strong enemy resistance drove the Japanese from the proximity of the airfield and inflicted great losses on them by land and air attacks.

• SECOND MARINE DIVISION, REINFORCED, consisting of Division Headquarters, Special Troops (including Company C, 1st Corps Medium Tank Battalion) Service Troops. 2d, 6th, 8th, 10th and 18th Marine Regiments in the Battle of Tarawa: For outstanding performance in combat during the seizure and occupation of the Japanese-held Atoll of Tarawa, 20 to 24 Nov 1943.

• FOURTH MARINE DIVISION, REINFORCED, consisting of Division Headquarters; Division Special Troops; Division Service Troops; 23rd, 24th, 25th Marines; 20th Marines (Engineers); 121st Naval Construction Battalion, temporarily attached to the 20th Marines (Engineers); 1st JASCO; 534th and 773rd Amphibian Tractor Battalions (Army); 10th Amphibian Tractor Battalion; Company "C" 11th Amphibian Tractor Battalian; 708th Amphibian Tank Battalion (Army); VMO-4; 2nd Amphibian Truck Company; 14th Marines (Artillery); 311th and 539th Port Companies (Army); Detachment 7th Field Depot, 1st Provisional Rocket Detachment, 5th Amphibious Corps; Detachment, Air Warning Squadron #5; 4th 105mm (Howitzer) Corps Artillery, 5th Amphibious Corps; 14th Marines (Artillery), 2nd 155mm Howitzer Battalion, temporarily attached to the 14th Marines (Artillery), (less 3rd and 4th Battalions); Headquarters, Provisional LVT Group, 5th Amphibious Corps, 2nd Armored Amphibian Battalion; 2nd and 5th Amphibian Tractor Battalions; 715th Amphibian Tractor Battalion (Army); 1341st Engineer Battalion (Army); 1st Amphibian Truck Company; 2nd Tank Battalion; 1st and 2nd Battalions, 10th Marines (Artillery) and the 1st Provisional Rocket Detachment: For outstanding performance in combat despite heavy casualties during the seizure of the Japanese-held islands of Saipan and Tinian from 15 June to 1 Aug 1944.

The Navy Unit Commendation has been awarded to the FIRST PROVISIONAL MARINE BRIGADE, comprising Headquarters Company; Brigade Signal Company; Brigade Military Police Company; 4th Marines, Reinforced; 22nd Marines, Reinforced; Naval Construction Battalion Maintenance Unit 515; and 4th Platoon, 2nd Marine Ammunition Company: For outstanding heroism in action against enemy Japanese forces during the invasion of Guam from 21 July to 10 Aug 1944, when functioning as a combat unit for the first time, the First Provisional Marine Brigade forced a landing against strong hostile defenses and by their individual acts of gallantry and their indomitable fighting teamwork aided immeasurably in the restoration of Guam to our soverignty.

Sailfish Given Unit Citation

The Presidential Unit Citation has been awarded to the USS *Sailfish* for her 10th war patrol during which that submarine attacked and sank a Japanese carrier in the course of an aggressive ten-hour battle with a Japanese task force during a raging typhoon.

The first contact was made just before midnight and for hours it was a battle by modern instrument with the quarry visible only on the radar screen. The *Sailfish's* first two torpedoes crippled the carrier whose screen attacked the submarine with depth charges and forced her to submerge. In the early morning light the crippled target was finally sighted and again two torpedoes struck. This time the carrier replied with star shells, heavy antiaircraft tracers, and depth

charges. Nine minutes after the third torpedo salvo the carrier broke up and disappeared beneath the sea. But the *Sailfish* then found herself under attack from depth charges dropped by a Japanese cruiser.

Striking at enemy convoys accurately and with aggressive determination on two subsequent occasions during the same patrol, the *Sailfish* completely destroyed three important freighters and inflicted heavy damage on another.

This war patrol brought fame to a submarine which as the *Squalus* figured in tragic prominence when she sank in 240 feet of water off Portsmouth, N. H. during diving exercises on 23 May 1939.

Medals of Honor Given Two Marines Posthumously

For saving the lives of his comrades by throwing his body upon an enemy Japanese grenade during action on Tinian on 3 Aug 1944 when he was serving with Company D, 2nd Pioneer Btn., 18th Marines, 2nd Marine Div., Pfc. Robert L. Wilson, USMC, of Centralia, Ill. has been awarded the Congressional Medal of Honor posthumously. His mother received the decoration at a ceremony held at the American Legion Cottage in Centralia recently.

The Congressional Medal of Honor has also been awarded posthumously to Pfc. Harold A. Agerholm, USMCR, for conspicuous gallantry while serving with the 4th Btn., 10th Marines, 2nd Marine Div., on Saipan 7 July 1944, when he volunteered to evacuate the wounded and rescued approximately 45 casualties despite intense enemy fire. He was mortally wounded by a Japanese sniper while carrying out his hazardous mission.

Commodore Parsons Honored for Work On Atomic Bomb

Commodore William S. Parsons, USN, Coronado, Calif., has received the Distinguished Service Medal for his work in connection with the development of the atomic bomb since May 1943 while in the rank of captain.

Commo. Parsons

The citation reads, in part, as follows:

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility in connection with the development of the atomic bomb. Working with tireless energy, courage and foresight, Commo. (then Capt.) Parsons applied himself to the tremendous task of transforming the theory of atomic fission into an effective weapon of war capable of being manufactured by American production methods at a time when the task appeared all but impossible. He applied his specialized knowledge in personally directing much of the design and development of the many components of the atomic bomb and in formulating and coordinating the plans for disseminating the manufacture of these components. In addition, he also organized much of the procedure required in assembling the components into an effective weapon under conditions of utmost secrecy. He devoted himself fully to these tasks from May 1943, to the initial bomb attack on Hiroshima in which he took part . . ."

Additional Information Given On Winners of Unit Honors

Additional data on Presidential Unit Citation and Navy Unit Commendation winners have been announced by BuPers Circ. 255-45 (NDB, 31 Aug. 45-1085). The following information, which includes awards up to 15 August, is in addition to the PUC list published in ALL HANDS, August 1945, p. 55 and the PUC and NUC lists in the September 1945 issue, p. 75:

PRESIDENTIAL UNIT CITATION

USS *Archerfish*, 30 Oct-15 Dec 1944.

USS *Barb*, 21 May-9 July 1944; 4 Aug-3 Oct 1944; 27 Oct-25 Nov 1944; 19 Dec 1944-15 Feb 1945.

USS *Bowfin*, 1 Nov-9 Dec 1943.

USS *Cavalla*, 31 May-3 Aug 1944.

Destroyer Squadron 23 (consisting of USS *Charles Ausburne*, USS *Claxton*, USS *Dyson*, USS *Spence*, USS *Converse* and USS *Stanley*), 1 Nov 1943-23 Feb 1944.

USS *Flasher*, 19 June-7 Aug 1944; 30 Aug-20 Oct 1944; 15 Nov 1944-2 Jan 1945.

USS *Greenling*, 20 Apr-16 June 1942; 10 July-1 Sept 1942; 22 Sept-1 Nov 1942.

USS *Guardfish*, 6 Aug-15 Sept 1942; 30 Sept-28 Nov 1942 and second PUC for 14 June-31 July 1944.

USS *Gudgeon*, 11 Dec 1941-27 Jan 1942; 22 Feb-15 Apr 1942; 11 July-2 Sept 1942; 8 Oct-1 Dec 1942; 27 Dec 1942-18 Feb 1943; 13 Mar-6 Apr 1943; 15 Apr-25 May 1943.

USS *Haddock*, 11 Nov-4 Dec 1942; 30 June-10 Aug 1943; 2 Sept-28 Sept 1943; 20 Oct-15 Nov 1943.

USS *Harder*, 7 June-10 July 1943; 24 Aug-7 Oct 1943; 30 Oct-1 Dec 1943; 16 Mar-3 May 1944; 26 May-21 June 1944.

LCI(G) Group Eight, 17 Feb 1945.

USS LCS(L) 31, 4 May 1945.

USS LCS(L) 51, 16 Apr 1945.

USS LCS(L) 57, 16 Apr 1945.

USS *Nautilus*, 4 June-11 July 1942; 8 Aug-25 Aug 1942; 10 Sept-5 Nov 1942.

USS *Parche*, 29 Mar-23 May 1944; 17 June-16 Aug 1944.

USS *Pigeon*, first citation for 10 Dec 1941 and second citation for general service during Dec 1941.

USS *Queenfish*, 4 Aug-3 Oct 1944; 27 Oct-2 Dec 1944.

USS *Rasher*, 24 Sept-24 Nov 1943; 19 Feb-4 Apr 1944; 30 Apr-23 June 1944; 22 July-3 Sept 1944.

USS *Redfish*, 23 July-2 Oct 1944; 25 Oct 1944-2 Jan 1945.

USS *Sailfish*, 17 Nov 1943-5 Jan 1944.

USS *Salmon*, 24 Sept-3 Nov 1944.

USS *Sandlance*, 8 Feb-23 Mar 1944.

USS *Seahorse*, 20 Oct-12 Dec 1943; 6 Jan-16 Feb 1944; 28 Mar-27 Apr 1944.

USS *Sealion*, 17 Aug-30 Sept 1944; 31 Nov-3 Dec 1944.

USS *Silversides*, 17 Dec 1942-31 Jan 1943; 17 May-1 July 1943; 5 Oct-8 Nov 1943; 26 Apr-11 June 1944.

Six Anti-Submarine Task Groups, which operated with the USS *Bogue* as flagship:

(1) Task Group 21.12: USS *Bogue, Lea, Green, Belknap, Osmond Ingram, George E. Badger*, and VC-9 from 20 Apr-30 June 1943.

(2) Task Group 21.13: USS *Bogue, Osmond Ingram, George E. Badger, Clemson*, and VC-9 from 12 July-25 Aug 1943.

(3) Task Group 21.13: USS *Bogue, Osmond Ingram, George E. Badger, Clemson*, and *DuPont*, and VC-19 from 14 Nov-29 Dec 1943.

(4) Task Group 21.11: USS *Bogue, Haverfield, Swenning, Willis, Hobson* (until 25 March), *Janssen* (until 7 April), and VC-95, from 26 Feb-19 Apr 1944.

(5) Task Group 22.2: USS *Bogue, Haverfield, Swenning, Willis, Janssen, F. M. Robinson*, and VC-69 from 4 May-3 July 1944.

(6) Task Group 22.3: USS *Bogue, Haverfield, Swenning, Willis, Janssen, Wilhoite*, and VC-42 from 1 Aug-24 Aug 1944.

USS *Spadefish*, 23 July-24 Sept 1944; 23 Nov-12 Dec 1944.

USS *Tang*, 22 Jan-3 Mar 1944; 16 Mar-15 May 1944; 8 June-14 July 1944.

Task Group 22.3 consisting of the USS *Guadalcanal* (flagship), *Pillsbury, Pope, Flaherty, Chatelain, Jenks*, and VC Squadron 8, 4 June 1944.

USS *Trigger*, 30 May-22 June 1943; 1 Sept-30 Sept 1943; 22 Oct-8 Dec 1943.

USS *Trout*, 12 Jan-3 Mar 1942; 24 Mar-17 May 1942; 27 Aug-13 Oct 1942.

NAVY UNIT COMMENDATION

Air Transport Evacuation Squadron One, 8 Apr-21 June 1945.

Bombing Squadron 108, 1 Nov 1943-8 July 1944.

USS *Bonefish*, 15 Sept-21 Oct 1943; 12 Jan-15 Mar 1944; 15 Apr-30 May 1944; 25 June-13 Aug 1944; 5 Sept-8 Nov 1944.

USS *Crevalle*, 27 Oct-7 Dec 1943; 30 Dec 1943-28 Feb 1944; 4 Apr-28 May 1944; 21 June-9 Aug 1944.

USS *Dace*, 22 and 23 Oct 1944.

USS *Darter*, 22 and 23 Oct 1944.

Fleet Air Photographic Squadron Three, 1 July 1943-15 May 1944.

USS *Grayback*, 25 Apr-30 May 1943; 26 Sept-10 Nov 1943; 2 Dec 1943-4 Jan 1944; 3 Feb-26 Feb 1944.

USS *Lapon*, 13 Feb-1 Apr 1944; 25 Apr-6 June 1944; 29 June-10 Aug 1944; 4 Sept-31 Oct 1944.

LCI(G) Flotilla Three, 31 Jan-28 July 1944.

USS *Ray*, 9 July-31 Aug 1944; 23 Sept-8 Dec 1944.

USS *Seawolf*, 15 Feb-7 April 1942.

USS *Tautog*, 24 Apr-11 June 1942; 15 Dec 1942-30 Jan 1943; 24 Feb-19 Apr 1943; 7 Oct-18 Nov 1943; 12 Dec 1943-30 Jan 1944; 24 Feb-23 Mar 1944; 17 Apr-21 May 1944.

Gold star in lieu of second award:

★ SHANLEY, James V., Capt., USMCR, Long Island, N. Y. (posthumously): As CO of Company L, 3rd Btn., 7th Marines, 1st Marine Div., during action against enemy Japanese forces at Peleliu on 4 Oct 1944, Capt. Shanley valiantly exposed himself to a withering barrage and risked his life to proceed to the aid of the wounded; he personally carried two men to safety. Struck twice by bursting shellfire while rescuing a third, he refused evacuation and continued directing the withdrawal of the leading assault platoon, pinned down at the base of a ravine by Japanese fire, until he succumbed to his wounds. By his brilliant leadership, great personal valor, and self-sacrificing devotion to his men, Capt. Shanley contributed to the saving of many lives.

First award:

★ BOYINGTON, Gregory, Lt. Col., USMCR, Okanogan, Wash.: For achievements as CO of Marine Fighting Squadron 214 from November 1943 until 3 Jan 1944 when he was shot down in aerial combat over Rabaul.

★ CHANDLER, Theodore E., Rear Admiral, USN, Washington, D. C. (pos-

thumously): As commander of a cruiser division during action in Lingayen Gulf on 6 Jan 1945, he skillfully coordinated the fire of his division with that of other heavy naval units during the initial bombardment of Luzon prior to scheduled landing operations at Lingayen. While he was observing the progress of operations from an exposed position on the flag bridge, a Japanese suicide bomber attacked and hit his cruiser, setting the flag bridge afire. The admiral emerged from the raging inferno with his clothing ablaze, but steadfastly continued to direct his units until compelled by his chief of staff to proceed to the dressing station for treatment of severe burns to which he succumbed the following day. He gallantly gave his life in defense of his ship.

★ DEVEREUX, James P. S., Lt. Col., USMC, Chevy Chase, Md.: For distinguished and heroic conduct in the line of his profession in the defense of Wake Island, 7 to 22 Dec 1941.

★ GALLAGHER, William, Lt. (jg), USNR, Belmont, Mass. (missing in action): As pilot of a torpedo plane operating from the USS *Gambier Bay* during the Battle off Samar, he launched an attack on a battleship. He pressed home a daring run, scoring a direct hit before he was forced to land in the heavy seas when his plane was struck by hostile fire.

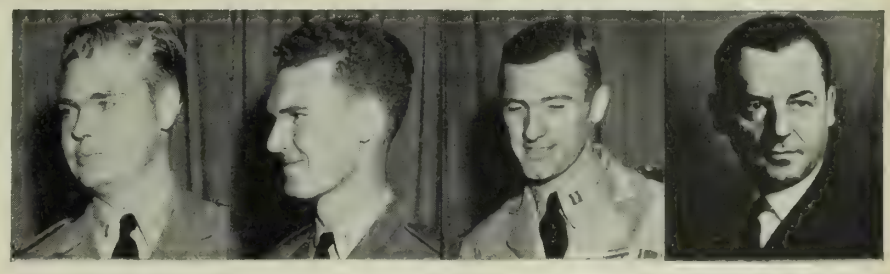
★ GARRISON, Malcolm E., Comdr., USN, Sioux City, Iowa: As commanding officer of a submarine during a war patrol in enemy-controlled waters he skillfully penetrated strong escort screens and launched brilliant torpedo attacks which resulted in the sinking of 28,000 tons of enemy shipping and combatant units and damaging 6,000 additional tons. Although depth-charged and attacked by numerous enemy aircraft, his skillful evasive tactics and exceptional navigation in the face of severe material damage enabled him to bring his ship to port.

★ KALUS, Daniel S., Lt., USNR, Cudahy, Wis. (missing in action): As a divebomber pilot attached to the USS *Hancock*, he made a devastating hit on a *Nachi*-class heavy cruiser during action in the harbor of Manila Bay on 29 Oct 1944. Skillfully maneuvering through a deadly barrage of antiaircraft fire, he made a perilously low-level attack on the cruiser, which was subsequently sunk. He contributed to the crippling of Jap surface forces.

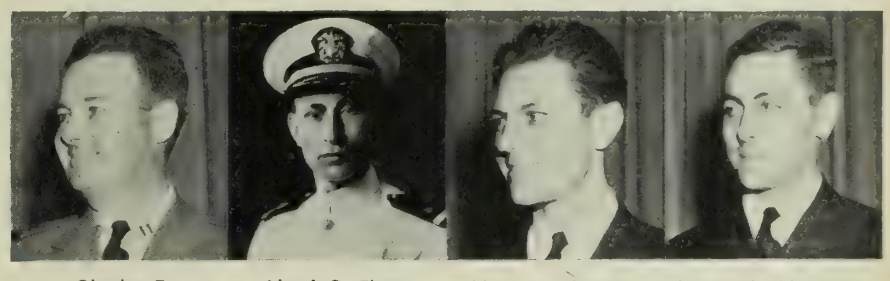
★ MILLER, Justin A., Commander, USN, Washington, D. C.: As CO of a PB4Y Navy patrol bomber during an armed reconnaissance mission over Puerto Princessa and the surrounding area in the Philippine Islands on 19 Oct 1944, he initiated a series of devastating runs in daring defiance of the deadly anti-aircraft fire. He executed repeated fierce attacks at perilously low level which caused the sinking of two cargo vessels with a third probably sunk, the destruction of 10 hostile planes on an enemy airstrip, and the damaging of 15 others. He subsequently attacked and destroyed three Japanese seaplanes and probably wrecked three others before sustaining severe damage to his plane which forced him to effect a dangerous crash-landing at sea.

★ MORRIS, Donald W., Lt. (jg), USNR, Hoquiam, Wash.: As pilot of a car-

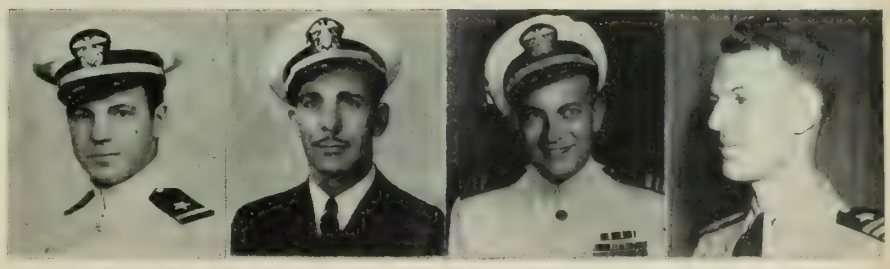
WINNERS OF NAVY CROSS



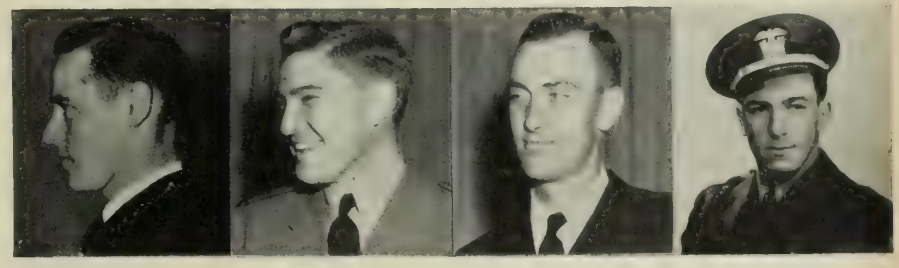
Forrest W. Bell, Lt. (jg), USNR — Wallace A. Brady, Lt. (jg), USNR — Gerald M. Connors, Lt., USNR — Theodore E. Chandler, Rear Admiral, USN



Charles E. Fisher, Lt., USNR — Lloyd C. Flynt, Lt., USNR — Harry L. Gruver, Lt. (jg), USNR — James J. Horovitz, Lt., USNR



Daniel S. Kalus, Lt., USNR — Donald D. Di Marzo, Lt., USNR — William R. McKinney, Lt. Comdr., USN — Justin A. Miller, Comdr., USN



Donald W. Morris, Lt. (jg), USNR — Bernard J. Powers, Lt. (jg), USNR — Matthew J. Reichl, Lt. (jg), USNR — Jacob M. Reisert, Lt., USNR

Wayne D. Rorman, Lt., USNR — James V. Shanley, Capt., USMCR — Orville O. Vaught, Corp., USMCR — Robert E. Ward, Comdr., USN

The citations for Lt. Di Marzo and Lt. Flynn appeared in the September issue, page 62. Lt. Comdr. McKinney's citation appears in the August issue, page 56. Photographs of Lt. O'Dowd and Lt. (jg) Rosenblum were not available for use this month.

Navy Cross cont.

rier-based torpedo aircraft during the Second Battle of the Philippine Sea, he pressed home his attack at low altitude in the face of intense and accurate anti-aircraft fire, without regard for personal safety, and scored a direct torpedo hit on an enemy battle-ship.

★ REISERT, Jacob M., Lt., USNR, Valley Stream, N. Y. (posthumously): As pilot of a torpedo plane in Air Group 30, attached to the USS *Belleau Wood*, he skillfully maneuvred his division for a fierce attack on hostile warships off Ishigaki Jima in the Nansei Shoto on 1 Mar 1945. Despite terrific antiaircraft fire he obtained a direct hit on the forecastle of an enemy destroyer as well as a very near miss alongside. Although severly wounded when his plane was seriously damaged by an exploding shell, he remained at the controls of his crippled bomber until a rescue ship was reached approximately two hours later. After his two aircrewmen had parachuted and were taken safe on board the surface craft he parachuted himself, but was unable to release the parachute.

★ RORMAN, Wayne D., Lt., USNR, Blue Earth, Minn.: As CO of a Navy Liberator search plane in operations against the enemy in the western Pacific on 27 March 1945, he destroyed a heavily armed and armored picket boat in a brilliantly executed low level attack. Although fire from the enemy ship seriously damaged his plane and made control of its flight very difficult, he succeeded, with outstanding skill and determination, in bringing the plane to a safe landing back at its base.

★ STREET, George L., III, USN, Bon Air, Va.: As CO of a submarine, during a war patrol of that vessel he launched aggressive attacks which resulted in the sinking of three ships and numerous small craft totalling approximately 7,500 tons. In addition his entry into hazardous waters in which an enemy collier and docking facilities were destroyed was particularly outstanding. He skillfully evaded all enemy countermeasures and brought his vessel safely back to port.

★ VAUGHT, Orville O., Corp., USMCR, Magnolia, Texas: for neutralizing a Japanese machine gun emplacement and a coast defense weapon while serving with a Marine infantry battalion on Iwo Jima, 27 Feb 1945. Despite a severe chest wound he would not allow himself to be evacuated until so ordered by his platoon leader and contributed greatly to the success of his company's mission.

★ WARD, Robert E., Comdr., USN, Santa Barbara, Calif.: As CO of the USS *Sailfish* on her tenth war patrol during which that submarine sank a Japanese carrier and three important freighters and damaged another freighter in aggressive attacks on a Japanese task force and enemy convoys.

Rear Admiral Bryant Wins Second British DSO

The British government has granted a Bar to the Distinguished Service Order previously awarded to Rear Admiral Carleton F. Bryant, USN, Searsport, Maine, for conspicuous service in operations which led to the successful Allied invasion of southern France. Rear Admiral Bryant was in command of the heavy fire support group during both the Normandy invasion and the invasion of southern France. He returned to the United States last October to assume command of the U. S. Atlantic Fleet's operational training and administrative command of Atlantic Fleet cruisers.

DISTINGUISHED SERVICE MEDAL

Gold star in lieu of third award:

★ NIMITZ, Chester W., Fleet Admiral, USN. (*See page 56.*)

★ OLDENDORF, Jesse B., Vice Admiral, USN, Downey, Calif.: As commander of a bombardment and fire support group, prior to and during the invasions of Leyte Island and Lingayen Gulf on 20 Oct 1944 and 9 Jan 1945 respectively, he assisted the Philippine attack force commander in planning the Leyte operation and then directed the sustained bombardment that silenced enemy batteries on Leyte with such force and precision that landings were quickly effected with light casualties to our forces. Disregarding suicide planes which dived repeatedly on units of his task force moving into Lingayen Gulf, he hurled the full fighting strength of his warships and escort carriers against the enemy's well-organized defenses. Vice Admiral Oldendorf also effectively protected our shipping in the Lingayen area from concentrated air attack and, by his determined initiative and brilliant coordination of all elements under his command, contributed to the prompt seizure of Jap-held bases.

Vice Admiral Oldendorf

First award:

★ BOGAN, Gerald F., Rear Admiral, USN, Mackinac Island, Mich.: While serving as a commander assigned to duty with carrier task forces of the Pacific Fleet during the period 1 Sept 1944 to 25 Jan 1945, he successfully carried out all missions assigned to his task group, including the support of our assault landings on Peleliu and Angaur in the Palau Group and the conduct of damaging air strikes against enemy air bases on Mindanao, the Visayas and Luzon in the Philippines and also against Loochow in support of our landings at Leyte. Under his direction highly successful operations were completed against enemy aircraft, shipping and land installations in the Philippine Islands, the Nansei Shoto Islands, and the Coast of Indo-China.

Rear Adm. Bogan

LEGION OF MERIT

Gold star in lieu of third award:

★ BAILEY, Watson O., Capt., USN, San Diego, Calif.: Commander Transport Division Five, Amphibious Force, Atlantic Fleet, prior to and during the amphibious assault on the coast of France 6 June 1944.

Gold star in lieu of second award:

★ CURTIS, Lebbeus, Capt., USNR, Buffalo, N. Y.: Commander, service and salvage group of the Joint Expeditionary Force, Iwo Jima, from 19 Feb 1945 to 9 March 1945.

★ DIERDORFF, ROSA A., Capt., USN, Annapolis, Md.: CO of a task unit and CO of the USS *Elizabeth C. Stanton*, invasion of Italy.

★ DURGIN, Edward R., Capt. (then Comdr.), USN, Middle Haddam, Conn.: Commander of destroyer squadron, amphibious assault in the Gulf of Salerno, 9 Sept 1943.

★ GRIGGS, Gale E., Capt., USN, Takoma Park, Md.: CO of USS *Radford* in the Southwest Pacific area from April to September 1944.

★ HAYLER, Robert W., Rear Admiral, USN, Muncie, Ind.: Commander of a cruiser division, invasion of Leyte.

★ OGDEN, Samuel B., Capt., USN, Westport, Conn.: Representative of a service squadron at advanced fleet anchorages in the Central and Western Pacific.

★ RAGSDALE, Van Hubert, Rear Admiral, USN, Toccoa, Ga.: Commander of an escort carrier task group in South and Central Pacific, 13 May to 27 July 1944.

First award:

★ BARNER, James D., Capt., USN, Chevy Chase, Md.: CO of the Naval Station, Astoria, and the CVE Pre-Commissioning Detail, Astoria, from 10 Feb 1943 to 8 July 1943.

★ BAUERNSCHMIDT, George W., Capt., (SC) USN, Monkton, Md.: Supply officer in command of NSD at NOB, Oran, Algeria prior to and during the amphibious invasions of Sicily in July 1943 and the Italian mainland in September 1943.

★ GOLD, Pleasant, D., Capt., USN, Bethesda, Md.: Maintenance officer on the staff of Commander Service Squadron 10 at advanced anchorages in Central and Western Pacific, 11 Sept 1944 to 1 June 1945.

★ GOODE, Jesse B., Capt., USN, Long Beach, Calif.: Operations officer on the staff of Commander Service Squadron 10 at advanced mobile bases in Central and Western Pacific, 26 Oct 1944 to 1 June 1945.

★ GUILLOT, James C., Capt., USN, Pontiac, Mich.: Commander of a landing craft flotilla for the amphibious invasion of Southern France, August 1944.

★ HEADLEE, Colin D., Capt., USN, Kennebunkport, Maine: CO of the repair ship USS *Delta*, amphibious invasions of Sicily and Italy, July and September 1943.

★ HOSKINS, John M., Capt., USN, Pineville, Ky.: Chief of staff, Commander,

Fleet Air, Quonset, June 1943 until September 1944.

★McCune, Francis, C. B., Comdr., USN, Norfolk, Va.: Commander of a U. S. Atlantic Fleet escort group during offensive action against an enemy submarine on 6 May 1945.

★Mecleary, Howard B., Commodore, USN (Ret), Newport, R. I.: CO of an advanced naval base in the South Pacific area from 24 Dec 1943 to 15 July 1945.

★McLean, Gordon A., Capt., USN, Seattle, Wash.: CO of a seaplane tender and commander of a naval search and reconnaissance task unit in the Central and Western Pacific, September 1944 through April 1945.

★Olsen, Clarence E., Rear Admiral, USN, Waukegan, Ill.: Chief of the Naval division, U. S. Military Mission to the Union of Soviet Socialist Republics, from 18 Oct 1943 to 14 May 1945.

★Palmer, Kem W., Capt., USN, Union City, Tenn.: Ammunition officer on the staff of Commander Service Squadron 10 at advanced mobile bases in Central and Western Pacific, 17 Aug 1944 to 1 June 1945.

★Pickering, Nelson W., Capt., USN, Westerly, R. I.: Assistant to and later head of the logistical plans section staff of ComNavEu, May 1944 to July 1945.

★Ragsdale, Edmund M., Capt. (then Comdr.), USN, Piedmont, Calif.: Repair officer at NOB, Casablanca, subsequent to landings in French Morocco, 8 Nov 1942 and at the NOB, Palermo during the occupation of Sicily.

★Sanders, Harry, Capt., USN, Denver, Colo.: Commander of an anti-submarine attack group.

★Schmidt, Russell J., Lt. Comdr., USNR, Washington, D. C.: Communication planning officer on the staff of Commander Seventh Amphibious Force, January 1943 to April 1945.

★Smith, George S., Lt., USNR, Salisbury, Md.: Second pilot of a Navy patrol plane during action against an enemy submarine in the Atlantic

★Vetter, John P., Capt., USN, Long Beach, Calif.: Chief of staff of a force commander in the Southwest Pacific area.

Commodore Nelson Given French Honors

The Croix de Guerre with the Bronze Star has been awarded to Commodore Roger E. Nelson, USN, De Pere, Wis., by the government of France for exceptional war services rendered in the course of operations in the liberation of France.

Commodore Nelson, at present Commandant of the Naval Operating Base, Guam, was based in England from August 1943 until January of this year, during which time he served as operations officer of landing craft and bases. In this capacity he worked with the amphibious forces in the invasion of France, and later organized the boat units for the original Rhine crossings by LCMs and LCVPs.

★Wieber, Carlos W., Capt., USN, San Diego, Calif.: CO of the USS *Essex*, 26 Aug 1944 to 5 Nov 1944.

★Yancey, Evan W., Comdr., USN, Owenton, Ky.: Screen commander of an Atlantic Fleet anti-submarine task group, 9 July to 29 Dec 1943.

Note: The award of a Legion of Merit to Capt. Prentiss P. Bassett, USNR, reported in last month's issue, was made by the Army, a fact not noted in the listing.

SILVER STAR MEDAL

Gold star in lieu of third award:

★ Becton, Frederick J., Comdr., USN, Washington, D. C.: CO of the USS *Laffey* during action against Japanese forces at Ormoc Bay 7 Dec 1944.

Gold star in lieu of second award:

★ Baker, Douglas, Lt.(jg), USNR, Lindsay, Okla.: Pilot of a fighter plane attached to the USS *Lexington* during action against enemy forces in the Clark Field area of Luzon, 14 Dec 1944.

First award:

★ Bahnken, Owen H., PhM2c, USNR, Queens, N. Y.: With the 4th Marine Div. on Saipan, rendered valiant service in treating and evacuating casualties from front-line areas.

★ Baker, Douglas, Lt.(jg), USNR, Lindsay, Okla.: Fighter plane pilot and section leader attached to the USS *Enterprise* operating against enemy forces in the vicinity of Formosa 12 Oct 1944.

★ Fallon, James V., Lt., USNR, New Haven, Conn.: As commander of a patrol plane, attacked and damaged an enemy destroyer before crash-landing at sea; displayed exceptional leadership qualities during the next three weeks in bringing his entire crew to safety.

★ Kauffman, Roland P., Capt. (then Commander), USN, New York, N. Y.: Executive officer of an aircraft carrier during action on 25 Nov 1944.

★ Kiefer, Dixie, Commodore (then Capt.), USN, Kansas City, Mo.: As CO of the USS *Ticonderoga* he skillfully and courageously fought his ship in such manner as to contribute greatly to decisive victories over the enemy in the Far Western Pacific.

★ King, Robert N., S2c, USNR, Cleveland, Okla. (posthumously): Member of a 20-mm. gun crew on USS *St. Louis*, Leyte Gulf 27 Nov 1944.

★ Kroeger, Edwin J., Lt. Comdr, USNR, Bethesda, Md.: Pilot of a bombing plane during the Battle of Leyte Gulf 26 Oct 1944.

★ Lake, Burton G., Capt., USN, Cambridge, N. Y.: Force operations officer in the Southwest Pacific area.

★ Schuch, Florent J., Lt.(jg), USNR, Newton, Ill.: For assisting in destruction of a heavily armed and armored picket boat in the face of heavy anti-aircraft fire in the Western Pacific.

★ Seiler, Edwin N., Lt., USNR, New York, N. Y. (posthumously): Flight officer of Fighting Squadron 44 attached to the USS *Langley*, in the Philippine and South China Seas and the Nansei Islands, from 12 Oct 1944 to 22 Jan 1945.

★ Thompson, Stanley H., Capt., USNR, Flanders, N. J.: CO of the USS *Warhawk* in action at Lingayen Gulf from 9-12 Jan 1945.

DISTINGUISHED FLYING CROSS

Gold star in lieu of second award:

★ Chambers, Arthur R., Lt. (jg), USNR, Ocala, Fla.: Pilot, action over Tokyo, 16 Feb 1945.

★ Onion, Frank C., Jr., Ens., USNR, East St. Louis, Ill.: Pilot of a carrier-based fighter plane in attacks over Tokyo, Formosa, and Honshu.

★ Pederson, Clarence E., Lt., USNR, Killdeer, N. D.: For participation as pilot in aerial flight in the Southwest Pacific area.

★ Schell, John L., Lt., USNR, Minneapolis, Minn.: Pilot of carrier-based fighter plane in attacks over Tokyo, the Philippines, Formosa, and French-Indo-China, Nansei Shoto, Honshu and Nanpo Shoto.

★ Scott, James E., Lt., USNR, Soquel, Calif.: Pilot of a carrier-based fighter plane in an attack on the Tokyo area 15 Feb 1945.

First award:

★ Badt, Douglas B., Lt., USNR, Los Angeles, Calif.: For participation in 20 combat missions in the Southwest Pacific area from 4 Jan 1945 to 23 March 1945.

★ Burton, John W., Lt. (jg), USNR, Burlingame, Calif.: Pilot of a carrier-based night fighter plane from 13 Nov 1944 to 20 Feb 1945.

★ Byers, Floyd J., Lt. (jg), USNR, Pittsburgh, Pa.: For participation in 20 combat missions in the Southwest Pacific area from 25 Dec 1944 to 1 March 1945.

★ Dysart, Will H., 1st Lt., USMCR, Grand Prairie, Tex.: For destroying storage warehouses on Wotje Island by direct hits from dangerously low altitudes 11 Oct 1944.

★ Jarvis, Melvin L., 1st Lt., USMCR, Salina, Kan.: For participation in five combat air patrols, completing his 20th mission against the enemy on Okinawa Shima and Nansei Shoto.

★ Jones, Howard T., S1c, USNR, Ovalo, Tex.: Air gunner of a Navy search bomber from 5 Jan 1945 to 21 Jan 1945 participating in many haz-

Carrier (NAS, Alameda, Calif.)

★ DECORATIONS

Distinguished Flying Cross Cont.

ardous missions deep in enemy territory.

★ KEMPF, Eugene L., Lt., USNR, Coshocton, Ohio: For participating in bombing attacks in the Philippines.

★ KILGORE, Donald E., Lt. (jg), USNR, Detroit, Mich.: Pilot, 20 combat missions in the Southwest Pacific area, 23 Dec 1944 to 5 March 1945.

★ KING, Paul E., Ens., USNR, Murphysboro, Ill.: Shot down an enemy search plane 15 Feb 1945 before it was able to report the powerful American force approaching Tokyo.

★ LAVENDER, John H., Jr., Lt. (jg), USNR, Texarkana, Tex.: Pilot of fighter plane in Air Group THREE attached to the USS *Yorktown*, operating against Japanese forces in the vicinity of the China Coast 16 Jan 1945.

★ LEACH, Arthur R., Lt. (jg), USNR, Bloomington, Ill.: Pilot of a carrier-based fighter in the vicinity of Tokyo 16 Feb 1945.

★ MILLER, Justin A., Comdr., USN, Washington, D. C.: Pilot for action against Japanese forces at Zamboanga, Philippines.

★ MILLER, Richard F., AMM, USN, Ottumwa, Iowa: For participation in 20 combat missions over enemy territory in the Southwest Pacific area.

★ RHODES, William C., Lt.(jg), USNR, Bristow, Okla.: Fighter pilot attached to USS *Essex*, Tokyo area 16 Feb 1945.

★ RILEY, Leo J., Lt. (jg), USNR, Croydon, Pa.: Pilot of a carrier-based fighter plane in the Tokyo area 25 Feb 1945.

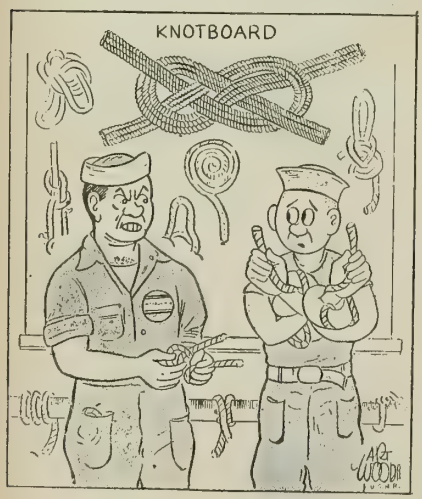
★ ROWLAND, Henry M., Lt. (jg), USNR, Dunn, N. C.: Pilot escorting a large group of bomber and torpedo planes that attacked an engine plant in the Tokyo area 17 Feb 1945.

★ SMITH, Edward M., Lt., USN, Orinda, Calif.: Pilot participating in an attack on a heavily guarded convoy of enemy troop transports, scoring direct hit on an escorting destroyer in Ormoc Bay.

★ TAYLOR, Will W., Lt., USNR, Bertram, Tex.: Led his division against numerically superior formation of enemy fighters, shooting down two and causing a third to explode in mid-air in the Tokyo area.

★ TUTWILER, William J., USNR, Birmingham, Ala.: Pilot, scored direct hits on two enemy merchant vessels in the northern Philippine area.

★ URBANO, Lawrence B., Ens., USNR, Williamstown, Mass.: Pilot of a carrier-based fighter in an attack in the Tokyo area 16 Feb 1945.



"Go ahead, pull the knot through!"

NAVY AND MARINE CORPS MEDAL

First award:

★ BARBIERI, Joseph R., CCM, USNR, Waterbury, Conn.: Off Shikoku Island, 19 March 1945.

★ CROSSMAN, Paul J., Bkr2c, USNR, Hudson, Falls, N. Y.: Off Shikoku Island, 19 March 1945.

★ DETURA, V. Frank, S1c, USNR, Jersey City, N. J.: Aboard a carrier off Kyushu, 19 March 1945.

★ YATES, Cecil F., Pfc., USMC, Indianapolis, Ind.: Marine battalion, Saipan, 15-27 June 1944.

★ VALASEK, Rudolph J., AOM2c, USNR, West Natrona, Pa.: Rescue, 10 Oct. 1944.

★ WEBBER, Pinckney S. Jr., S1c, USNR, Lockhart, S. C.: Tacloban Harbor, Philippines, 3 Nov. 1944.

BRONZE STAR MEDAL

Gold star in lieu of second award:

★ WILMER, John W., Lt. Comdr., (then Lt.) USNR, Baltimore, Md.: Executive officer of the USS *Varian*, in offensive action against an enemy submarine on 24 April 1945.

★ SCOTT, John A., Capt., USN, Grand Rapids, Mich.: CO of a submarine.

First award:

★ ANDERSON, Arthur E., Lt., USNR, Los Gatos, Calif.: Sky control officer on a cruiser in the Southwest Pacific area.

★ ANDREWS, Salvatore, S2c, USNR, Albany, N. Y. (posthumously): Member of an anti-aircraft gun crew on an aircraft carrier in action off the Philippines.

★ CUMINGS, Schuyler F., Capt., USNR, Bronxville, N. Y.: Convoy commodore, 1 July 1942 to 8 May 1945.

★ CUMMING, John W., Capt., USN (Ret), Portsmouth, Va.: Convoy commodore, 12 Jan 1942 to 8 May 1945.

★ DERBY, Charles H., Comdr., USN, Melrose, Mass.: For planning, supervising, and expediting the roll-up of naval bases, administering CBs and CBMUs, and arranging for the expeditious transfer of lend-lease material.

★ FITZGERALD, William H., Comdr., USNR, Brooklyn, N. Y.: Officer in charge of a naval construction regiment, 15 May 1944 to 29 June 1945.

★ GRANTHAM, Elonzo B. Jr., Comdr., USN, Arlington, Va.: CO of the USS *Robinson*, supporting amphibious assaults on Saipan, Tinian, and the Philippines.

★ HAGSPIEL, Frederick C., GM1c, USNR, Fair Lawn, N. J.: Member of an assault unit, Saipan and Guam, June and July 1944.

★ HERLIHY, Joseph L., Commodore, (SC), USN, Balboa, C. Z.: Fleet fuel officer on the staff of Commander, Service Force, Pacific Fleet, and commander of a service squadron, 27 Dec 1939 to 6 June 1942.

★ HEWSON, Martin Jr., PhM3c, USNR, Hawthorne, N. J.: Medical corpsman with a Marine infantry battalion, Iwo Jima, 24 Feb 1945.

★ HRAPCHAK, Joseph A., PhM2c, USNR, Bridgeport, Conn. (posthumously): Hospital corpsman with the 4th Marine Div., Saipan, 2 July 1944.

★ JACOBS, Charles B., Corporal, USMC, Houston, Tex.: For assuming duties of a platoon sergeant when his platoon sergeant became a casualty, Iwo Jima.

★ JOHNSON, Andrew V., Sergeant, USMC, Negaunee, Mich.: For action at Bougainville, Guam, and Iwo Jima.

★ KITTREDGE, Tracy B., Comdr., USNR, New York, N. Y.: Assistant to ComNavEu, in connection with diplomatic affairs of the French government, May 1942 to June 1944.

★ KOBEY, Theodore H., Capt., USN, Balboa, C. Z.: CO of the USS *Miller*, Central and South Pacific areas, February through June 1944.

★ LANMAN, Charles B., Comdr., USNR, Chevy Chase, Md.: Navigator attached to USS *Intrepid* in the Pacific, September through November 1944.

★ LYON, V. F., Lt., USNR, Los Angeles, Colif.: On the staff of CincPac-Cinc Poa as public information officer, 31 Aug 1943 to September 1945.

★ McCOY, Robert B., Capt., USN, Larchmont, N. Y.: Assistant communications officer for operational communications of the Pacific Fleet, 1 Aug 1942 to 7 Feb 1945.

★ MILLER, Harvey E., Pfc., USMC, Racine, Wis.: Wireman with a Marine artillery battalion, Iwo Jima, 24 Feb to 16 March 1945.

★ O'REILLY, Charles, Corp., USMCR, Gary, Ind.: With a provisional field artillery group of a Marine Amphibious Corps landing force, Iwo Jima, 19 Feb to 16 March 1945.

★ OTTMAN, Robert A., CPhM, USNR, De Ruyter, N. Y.: Assault and capture of Saipan and Guam, June and July 1944.

Hoist (NTC, San Diego)

"To the rear, march!"

★ PFAFF, Henry W., CSF, USNR, Buffalo, N. Y.: With a naval CB unit attached to a Marine division, for voluntary bomb disposal work on Saipan, 15 June to 9 July 1944.

★ PLATO, Robert W., Corp., USMCR, Baltimore, Md.: Served as a runner through heavy sniper fire Iwo Jima, 21 Feb 1945.

★ RAY, Herbert J., Commodore, (then Capt.) USN, Kensington, Md.: CO of a warship, 14 Nov 1943 to 25 Sept 1944.

★ SALOMON, Lewis G., Lt. Comdr., USN, New York, N. Y.: CO of the USS *Shelton*, South Pacific.

★ SCHUMACHER, Oswald A., Corp., USMC, Lindsay, Neb.: Led an assault squad, Iwo Jima, 3 Mar 1945.

★ SCOTT, John A., Capt., USN, Grand Rapids, Mich.: CO of a submarine.

★ SCOTT, Russell M., Lt. (jg), USN, Groton, Conn.: Aboard an aircraft carrier near the Philippines, 24 Oct 1944.

★ SHIMANEK, Daniel, Sgt., USMC, Oak Park, Ill.: Marine infantry battalion, Iwo Jima, 4 Mar 1945.

★ SHIVELY, Joshua S., Comdr., USN, New York, N. Y.: Commander of a group of ships, Southwest Pacific Area.

★ SMITH, Paul C., Comdr., USNR, San Francisco, Calif.: Public information officer for the expeditionary forces, Okinawa.

★ SYKES, Ira D., Jr., Lt., USNR, Dallas, Tex.: Vicinity of Kyushu, 18-19 March 1945.

★ TAYLOR, Robert H., Comdr., USN, Milledgeville, Ga.: Navigation officer of the USS *Nashville*, Pacific area, February 1944-January 1945.

★ TILLMAN, Edwin H. Jr., Capt., USN (Ret), Charleston, S. C.: Convoy commodore, 26 August 1942 to 8 May 1945.

★ THOMPSON, Robert S., Lt., USNR, Mission, Kans.: Member of the fire control party aboard the USS *Razorback*, Pacific.

★ WALKER, Theodore T., Lt., USN, Fort Mitchell, Ky. (missing in action): Aboard a submarine, Pacific area.

★ WALTER, Wilfred A., Comdr., USN, Los Angeles, Calif.: CO of the USS *William D. Porter*, Okhotsk Sea, 3-5 Mar 1944.

★ WEEMS, Philip V., Capt., USN (Ret), Annapolis, Md.: Convoy commodore, 14 Sept 1942 to 8 May 1945.

★ WELCH, Leo F., Capt., USN (Ret), Denver, Colo.: Convoy commodore, 2 Dec 1942 to 8 May 1945.

★ WELLINGS, Joseph H., Capt. (then Comdr.), USN, East Boston, Mass.: CO of the USS *Strong*, Kolombangara and New Georgia areas, 7 and 13 May 1943.

★ WILLARD, Chauncey S., Comdr., USN, San Diego, Calif.: CO of the USS *San Pablo*, Pacific area, 21 June 1944-14 Mar 1945.

★ WILLIAMS, Kenneth F., Lt., USNR, Louisville, Ky.: Executive officer of the USS *Flaherty*, 24 Apr 1945.

★ WOODRUFF, George L., Capt., USN (Ret), Silver Spring, Md.: Convoy commodore, 12 Aug 1942 to 8 May 1945.

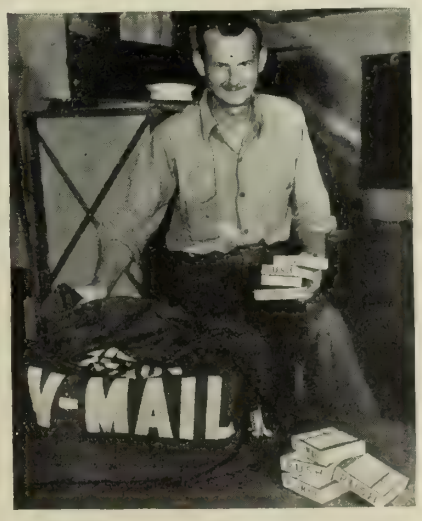
Mail call in Pacific brings out line-ups like this to get V-mail from home.

AMPHIBIOUS V-MAIL

FLOATING post offices that followed hard astern of assault craft in amphibious operations, and provided incoming and outgoing V-mail facilities for bluejackets on and around the beachhead within hours of landing, were the crowning achievment of the Navy's postal experts in the war.

This feat also climaxed the war record of V-mail, the lusty war baby which put wings on two billion letters. After the Jap surrender made space saving less vital, both the Navy and Army stopped processing V-mail on 15 October, but recommended continued use of the lightweight V-mail forms for faster delivery of personal messages.

V-mail made its invasion of Okinawa in fitting style, on an LST—fitted with all the equipment necessary to process 30,000 outgoing letters a day—which anchored offshore with the invasion fleet. Naval personnel were quick to take advantage of the opportunity and, within nine days, some of their letters had been received at the central processing station in Chicago.



Official U. S. Navy photographs

SPACE conservation is V-mail's virtue. In the eight small boxes shown are over 9,800 microfilmed letters.

The LST post office was only the advance unit of the system tried there for the first time. Twenty days after the initial landings the second echelon arrived, ready to receive as well as send V-mail. Additional equipment such as fresh supplies of photographic paper, receiving units with which V-mail from home could be developed and delivered to the men, generators and hospital tents were part of the new equipment. Before arrival of the second group V-mail for men on Okinawa was processed at Guam and flown in from there.

Completing the overall plan of operation, the third echelon arrived on D-plus-45 with lumber, quonset huts, cement, plumbing supplies, tools, a truck and a jeep and the men with the know-how to convert all these items into a complete shore-based post office.

The Okinawa operation was the latest development in a long series which has assured Navy men quick and efficient service in sending and receiving V-mail. First established in 1942, the V-mail service, through the use of portable machines and equipment, has established stations on every island wrested from Jap control.

One of the most important steps is the training of personnel to handle the job. Specialists (P) (VM) and mailmen are selected for their aptitude, civilian experience in related fields, and ability.

In all operations previous to Okinawa V-mail units were established ashore after our invading troops had secured their objectives. Although V-mail was the first mail leaving by air there was usually a delay of several days before the units could begin operations ashore. Therefore, the new operation was planned.

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

NAVY DEMOBILIZATION: POINT SCORE CUT

Substantial changes in the provisions of the Navy's demobilization plan were announced during the past month, including the lowering of required points for almost all eligible categories of personnel, and the addition of certain ratings to the list of those now eligible for discharge.

As the Navy's demobilization system swung into high gear, a total of 30,548 officers and 261,513 enlisted personnel had already been returned to civilian life by 15 October. This momentum is expected to increase to meet the timetable for release which calls for 1,196,000 personnel to be out of the service by the end of 1945, and the complete demobilization down to the anticipated postwar naval strength of 500,000 enlisted men and 58,000 officers by September 1946.

The toughest nut to crack continues, however, to be the problem of returning point-rich personnel from the widely scattered areas. The Navy is extremely interested in returning to the United States, at the earliest practicable time, all service personnel entitled to discharge.

From the day hostilities ceased every naval vessel, combatant or auxiliary, returning to the States has been utilized to the maximum extent to transport personnel, and plans are now being carried out to place into the transportation service all naval vessels reasonably efficient for the purpose as rapidly as they become available.

A brief resume of the changes in the point system put into effect since publication of details in the October 1945 ALL HANDS, pp. 66-69, follows:

Ineligible at Present

• Added to the list of those ineligible for demobilization until further notice are officers and enlisted personnel in the Hospital Corps who possess a technical specialty in occupational therapy or physical therapy and who are now assigned to such duty in continental naval hospitals or special hospitals (Alnav 306-45: NDB, 15 Oct. 45-1387).

• Other enlisted personnel ineligible at present are: Specialist (S)—shore patrol; Specialist (I)—punch card accounting machine operator; Specialist (X) —key punch operator; Specialist (X)—transportation; and Storekeeper (disbursing).

• Added to the special categories of officers who are eligible *only* upon specific approval of BuPers are those in the Cost Inspection Service, who may, however, if they have sufficient points, submit requests to BuPers for consideration (AlStaCon, 29 September).

Declared Eligible

• Previously excluded from the point system are Specialist (C)—classification—and Mailmen (MaM) who have been declared eligible for discharge under the demobilization plan as of 1 November (Alnav 345-45: NDB, 31 October).

No Points Required

• Made immediately eligible for demobilization regardless of the number of points held are regular and reserve enlisted personnel and reserve officers who have been for 60 days or more prisoners of war or out of the U. S. control in enemy occupied territory. However, excluded from the provisions of Alnav 306-45 (NDB,15 Oct. 45-1388) are those regular Navy enlisted men whose period of enlistment or any voluntary extension thereof has not expired. Personnel eligible for release under the directive may, however, if they so desire, request retention on active duty.

• Medical, dental and theological students in the V-12 program can now get out without points if they meet the requirements reported on p. 70.

• Married nurses and certain Waves don't need points. See p. 71 and below.

• Nor do hardship cases. See below.

Married Waves

A Wave married to a serviceman or civilian may be separated from the service upon her written request after one year of active duty, according to new instructions which liberalize the release policy for married Waves (WR Circ. Ltr. 9-45, 1 October).

In addition, a Wave may be separated from the service, upon her written request, if she is married to a veteran of World War II, a former member of the merchant marine who is disabled, or to a serviceman of World War II who has been medically surveyed for limited duty or who is hospitalized awaiting survey to limited duty or separation from the service. She may be released without respect to the date of marriage, length of service, number of points, military necessity or the type of billet in which she is serving.

• The extended leave policy which provided for concurrent leave up to 45 days for wives of servicemen returned from overseas for duty has also been modified to exclude Waves who are eligible for release under existing discharge policies at that time and Waves whose husbands are on terminal leave or eligible for separation from the service. Likewise, transfers which are authorized under previous instructions for Waves married to servicemen returned from overseas have been discontinued.

POINTS REQUIRED FOR RELEASE

	Previous Score	1 Nov	1 Dec	1 Jan
Male officers (except those classified MC and naval aviators in flight status)	49	46	44	43
Male officers (classified MC—doctors)	60	53	53	51
Male officers (classified HC, H. chief pharmacist and pharmacist)	49	46	44	43
Naval aviators in flight status (ensign)	36	20	20	20
Naval aviators in flight status (other than ensigns)	44	39	34	30
Male enlisted personnel (except those listed below)	44	41	39	38
Male yeoman and storekeepers (except SKD)	44	44	44	44
Male specialists (C) and mailmen	not eligible	44	44	44
Female officers (including those classified MC, HC, and H)	35	32	30	29
Nurse Corps	35	32	32	32
Female enlisted personnel (except those listed below)	29	26	24	23
Female yeoman and storekeepers (excpt SKD)	29	29	29	29
Female specialists (C) and mailmen	not eligible	29	29	29

Temporary USN Officers

• Alnav 299-45 (NDB, 30 Sept. 45-1304) provides for the release from active duty or discharge under the demobilization program of approximately 16,500 of the following regular Navy enlisted personnel who are temporarily serving as warrant or commissioned officers:

Regular Navy retired

Fleet Reserve, Regular Navy

Regular Navy serving under expired enlistments.

Regular Navy eligible for transfer to Fleet Reserve prior to 15 Aug 1945.

• Under the new authorization COs are directed to recommend to BuPers the release from active duty of those temporary warrant and commissioned officers whose permanent enlisted status is USN retired. Such recommendations are to be made regardless of the point scores of such personnel and regardless of their enlisted rate or officer classification. They are to be released to inactive duty in their permanent enlisted status. Applications for retention on active duty in their present officer-status may, however, be made to BuPers.

• COs are also to recommend to BuPers the release from active duty to the Fleet Reserve of those temporary warrant or commissioned officers whose permanent enlisted status is in the Fleet Reserve, USN, and whose critical score computed under the point system equal or exceed those currently prescribed for release as defined for officers of the reserve. Members of the Fleet Reserve are those who have completed 16 or 20 years of service in the Navy and then transferred to inactive duty in the Fleet Reserve. The majority of these men were recalled to active duty at the outbreak of the war.

• Those temporary officers whose permanent status is USN enlisted and who are serving beyond the expiration of their enlistments or voluntary extension thereof may request the termination of their temporary appointments and subsequent discharge from the USN if their critical scores as officers meet the requirements of release for USNR officers. Personnel in this category who do not request discharge will be retained on active duty as officers until the termination of their temporary appointments.

• Those officers whose permanent status is USN enlisted and who were eligible to apply for transfer to the Fleet Reserve prior to 15 Aug 1945, may request termination of their temporary appointments and subsequent transfer to inactive duty in the Fleet Reserve. Requests for termination of temporary warrant or commissioned rank of personnel whose permanent status is USN enlisted and whose enlistments or extensions thereof have not expired will not be considered unless they had the required service on 15 Aug 1945, to transfer to the Fleet Reserve.

• Excluded from eligibility for release are certain specialist classifications listed in Alnav 252-45 (NDB, 15 Sept. 45-1169) in the groups discussed above as well as in the reserve.

Two Points to Go

• In those infrequent cases where the Navy can not find a useful reassignment for a reserve officer who lacks the necessary points for release, the Navy will consider releasing him provided he is within two points—or four months—of attaining the sufficient number of points. These and similar cases arising in the future will not be considered on the basis of applications from the officers themselves, but will be decided by BuPers upon its own motion after attempts to find useful billets for the officers involved. For the most part, officers affected will be older men in specialized work who may become available for reassignment because the naval activity to which they are assigned contracts or is abolished but who can not be employed in other assignments.

The Navy considers it impractical to reassign officers within four months of separation to billets requiring any appreciable period to become competent in new duties, because of the imminence of their separation from the service. Nor is there any justification for holding such officers in idleness merely so that he can accumulate points.

The policy does not apply to enlisted personnel, as they can be effectively reassigned and profitably employed for short periods, and as a 5-point differential has already been allowed.

Another policy recently announced by BuPers is that officers who are within three points of having sufficient points are not to be sent outside of the continental limits of the U. S., unless they indicate their intention of remaining in the service beyond the date on which they would otherwise be eligible for release.

Hardship Cases

• A further relaxation of the hardship rule is contained in Alnav 298-45 (NDB, 30 Sept, 45-1303) which says that enlisted men of any classification and rating, except Fleet Reservists and retired personnel, who have three or more legally dependent children under 18 years of age are considered to have a prima facie hardship and will be discharged upon their own written request. COs are directed to transfer for discharge such personnel without reference to BuPers.

• Ineligible under this rule are those being hospitalized, undergoing medical treatment or dental treatment, in a disciplinary status including probationary periods, until discharged from hospitalization or treatment or until disciplinary measures have been completed.

• Reduced from 120 days to 90 days is the period of military necessity which officers and enlisted personnel may be retained beyond the day they become eligible for release. However, the rule established by Alnav 252-45 (NDB, 15 Sept, 45-1169) which enables the holding of officers "in case of extreme military necessity" remains in effect.

As conditions permit the Navy intends to further reduce the military necessity period from 90 days to 60 days.

Regulations Clarified Regarding Personnel On Demobilization Duty

Several instances have occurred where personnel who are eligible for discharge or release under the point system have been assigned duty at separation centers, receiving stations or similar activities authorized to demobilize personnel.

As pointed out by Al StaCon dated 22 September, this is contrary to the demobilization plan, except in those cases where personnel have requested in writing that they be retained in the naval service beyond the time of normal release.

COs have been directed to take immediate action, retroactive to 15 August, for the release of such personnel who were eligible for release under Alnav 196-45 (NDB, 15 Aug, 45-970) or Alnav 252-45 (NDB, 15 Sept, 45-1169).

Naval personnel in Ship's Company who become eligible for separation while in a duty status at centers authorized to demobilize personnel, may be held under the military necessity clause if such action is considered necessary by the CO. They may not, however, be held beyond this 120-day period, unless they request retention, as provided by Alnav 252-45.

As turnover of personnel must be kept to a minimum at separation activities, the directive states that only personnel who have low point scores or who desire to remain in the service should be assigned to such duty.

Demobilization Centers For Navy Nurses Listed

Navy nurses eligible for release under the point system are to be demobilized by the following Wave separation centers:

Naval Barracks (WR), 2162 Broadway, N. Y., 24, serving 1st ND and 3ND, including all of New Jersey.

Naval Training Center, Great Lakes, Ill., serving 9ND, except Kansas, Misrouri, Kentucky.

Naval Barracks (WR), Balboa Park, San Francisco, 12, Calif., serving 11, 12 and 13ND.

Naval Air Technical Training Center, Memphis, Tenn., serving 6, 7 and 8ND, plus Kansas, Missouri, Kentucky, North Carolina.

Naval Barracks, West Potomac Park, Washington, D. C., serving 4 and 5ND and Potomac and Severn River Commands, excluding North Carolina.

Nurse Corps officers entering the continental U. S. are to be ordered to appropriate personnel separation units (WR) via male officer intake stations at nearest ports of entry.

This procedure was established by Alnav 282-45 (NDB, 30 Sept. 45-1287).

Further Reduction Is Made In USN Period of Enlistment

A further reduction in the enlistment period was made by the Navy Department, when it announced, effective 18 Oct 1945 and at the option of the applicant concerned, varying lengths of terms of enlistment in the regular Navy:

- Applicants 17 years of age will be enlisted for either two or three years, or not to exceed minority.
- Applicants in the age group 18 to 30 inclusive will be enlisted for two, three, four or six years at the option of the applicant.

Applications from civilians for first enlistments in the regular Navy may be made only as: apprentice seaman, hospital apprentice, stewards' mate second class, and seaman first class (RT).

Inducements for men considering the regular Navy have been augmented by these provisions of the Voluntary Recruitment Act of 1945:

- Reenlistment gratuity of $50 in all pay grades for each year served in the current term of active duty. Previously the amount was only $25 for men below the first three pay grades.
- Immediate payment of mustering-out pay, instead of waiting until final separation from service.
- Up to 60 days leave with transportation provided both ways.
- Permanent extension of wartime 20 percent extra allowance for sea and overseas duty.
- Family allowances extended for full period of enlistments and reenlistments contracted prior to 1 July 1946.
- Option re-opened for men in first three pay grades to receive either money allowance for quarters for dependents or family allowance.
- G.I. Bill of Rights benefits assured at end of new enlistment.
- Free postage until 31 Dec 1947.

USNs to Get Sea Duty After 2 Years Ashore

Transfer to sea duty of all regular Navy enlisted personnel who have completed a normal tour of shore duty is provided in procedure outlined in BuPers Circ. Ltr. 311-45 (NDB, 31 October).

The circular letter defines "normal tour of shore duty" as two years, and specifies that duty in ship's company at all continental shore activities and all fleet activities based on shore in the continental United States shall be included as well as all time at service schools lasting more than six months. Time in recruit training, general detail, hospitalization and instruction at service schools of less than six months is not counted.

BuPers announced that it will assign deserving fleet personnel to shore duty as they become available, although reductions in shore activities to post-war allowances are expected to provide the required personnel for reassignment by shore administrative commands.

In reporting men whose tour of shore duty has been completed, CO's have been instructed to omit men who have been found by medical survey to be qualified for shore duty only, and men assigned to shore administrative commands as members of war-depleted families. Men assigned to shore duty for humanitarian reasons, such as family hardship, will be included in the report, with recommendations as to whether such assignment and status should be continued and for how long.

Except in unusual circumstances, earned leave shall be granted prior to availability date for transfer, the circular letter states.

District commandants are directed to submit quarterly reports to BuPers, listing by activity regular Navy enlisted men who have completed a normal tour of shore duty. These reports are to be submitted on the 15th of November, February, May and August.

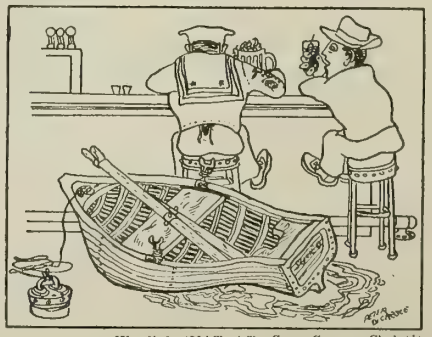
Guidance on Security Given New Civilians

Clarifying earlier reminders that release or discharge carries with it responsibility for protection of military information, security officers have requested that no technical information concerning classified or highly specialized units or equipment be disclosed by demobilized personnel. (See back cover.)

Generally, anything that has been published can be discussed. This permits accounts of combat actions including dates, places, ship damage and casualties as well as generalized references to ship speeds, ordnance, specifications—even radar.

However, strict security should be given the technical phases of research and development, classified materials and processes, techniques and tactics and future movements of United States warships if the mission is of military or international significance. High on the list of subjects to be guarded are antisubmarine measures and equipment, certain submarine gear, cryptography, intelligence, counterintelligence, war plans and, of course, the atomic bomb.

Best advice: when in doubt, don't risk revealing military information by talking.



Wardial (NATechTraCen, Corpus Christi)

Increase in Per Diem Allowance Announced

Increase from $6 per day to $7 per day of the maximum allowed for actual and necessary expenses when specified in orders, or for per diem in lieu of subsistence in absence of such specification, is authorized for enlisted personnel traveling by commercial or Government aircraft under competent authority on duty without troops by Alnav 347-45 (NDB, 31 October).

Other changes or additions to Art. 2503-6(a)(1) and Art. 2503-6(a)(5) of the Navy Travel Instructions covered by the Alnav include:

- Fractional parts of a day, except temporary absence from official station between 0800 and 1800 in one day, will be considered a whole day for the purpose of air travel allowance payment.
- When government quarters are furnished, the per diem allowance will be $3; when subsistence is furnished while away from duty station, $1 per meal will be deducted from the per diem up to $3 per day.
- Quarters furnished or made available on the day of return to or arrival at permanent station, and meals furnished prior to departure from, return to or arrival at permanent station, will not be considered as furnished in figuring air travel per diem.
- Commuted ration or station subsistence allowances do not constitute subsistence furnished by the Government, but such allowances shall not be credited for any day on which air travel status exists.

The purpose of these new regulations is to place enlisted personnel in an air travel status on approximately the same basis as officers. Particular attention is called to the fact that these increased allowances are effective on orders issued on or after 15 October.

Additional USN Rates Open

Sixteen ratings, in addition to the 100 announced in the September 1945 ALL HANDS, p. 67, have been opened in which men are eligible for reenlistment or transfer to the regular Navy. They are:

FCS2c	SoM2c	AerM1c	CPrtrL
FCS3c	Ptr3c	PhoM3c	PrtrL1c
CRdM	ACMMT	SKD2c	Bug1c
RdM1c	AMMT1c	SKD3c	Bug2c

Whereas the original directive, BuPers Circ. Ltr. 224-45 (NDB, 31 July, 45-911), stated that recommendations for enlistments were not desired except for those ratings specifically listed as being open, the new directive revised this so that recommendations may be submitted to BuPers, via official channels, for consideration for any rating.

The directive, BuPers Circ. Ltr. 284-45 (NDB, 30 Sept, 45-1335), points out that ship's cook, third class, contained in the original listing of eligible rates, includes those men with the butcher designation of SCB3c.

New Ruling Will Extend Leave Granted to Men Reenlisting

By granting permission to combine accrued reenlistment leave with rehabilitation leave *or* with the grace period between discharge and reenlistment, BuPers has made a 90-day leave possible and a 60-day leave certain for enlisted personnel who reenlist or have already done so.

During the war, many USN enlisted men were not granted leave upon reenlistment or extension of their enlistments because of the emergency. Now, according to BuPers Circ. Ltr. 308-45 (NDB, 15 Oct. 45-1453), such men are to be granted the accrued reenlistment leave to combine with leave for their current reenlistment, but not to exceed 60 days of reenlistment leave.

Permission to combine rehabilitation leave up to 30 days with the reenlistment leave also was granted, making it possible for USN personnel to obtain 90 days of leave, when returned to the U. S. from overseas for reassignment. The maximum 60-day reenlistment leave may be granted upon reenlistment, provided reenlistment leave was not granted at the time of previous reenlistment.

In the case of reserves entering USN, after service overseas a 60-day leave is possible by combining the 30-day shipping-over leave with rehabilitation leave when returned to the U. S. for reassignment.

Reenlistment leave is also granted in the case of enlisted men of the regular Navy who extend their enlistments.

In all instances, men must reenlist within 30 days of date of discharge to be eligible for reenlistment leave.

Accumulated Leave May Be Granted Reserves Asking Retention on Active Duty

All reserve and temporary officers who submit requests for retention on active duty because they have submitted or contemplate submitting application for appointment in the regular Navy under Alnav 202-45 (NDB, 31 Aug, 45-1036), when made available, may be granted the balance of their accumulated leave. This announcement was made by Alnav 256-45 (NDB, 15 Sept, 45-1173) and amended by Alnav 280-45 (NDB, 30 Sept, 45-1285).

This leave is computed from the date for present continuous active duty in a warrant or commissioned-officer status at the rate of two and one-half days per month less all leave previously granted (except where orders specify sick leave or convalescent leave), not to exceed 120 days.

As personnel may not be readily spared later, it is desirable that the leave be distributed over the demobilization period. Commands authorized to write release orders may grant accumulated leave.

Officers receiving accumulated leave are to be ordered to report to the naval dsitrict or naval air base nearest their leave address for temporary duty and for further assignment by BuPers with the balance of their accumulated leave to count as delay in reporting.

Mutual Aid Association Opens Membership Rolls To Regular Navy Officers

Membership in the Navy Mutual Aid Association has been reopened after being closed during the war, and new allotments to cover premiums may now be registered.

Eligible for membership are all regular permanently commissioned and warrant officers of the Navy, Marine Corps and Coast Guard on the active list, not over 45 years of age, midshipmen of the Navy and cadets of the Coast Guard. New premium rates are now in effect, based on the AM(5) Mortality Table, 2¾ per cent interest, and the benefit is $7,500. There are four plans of protection, paid-up at ages 60, 65, 70 and 75. Following are the monthly level premiums for the various paid-up ages:

Age (nearest birthday)	paid up 60	paid up 65	paid up 70	paid up 75
16	$8.34	$8.04	$7.84	$7.71
17	8.60	8.28	8.06	7.93
18	8.88	8.52	8.28	8.14
19	9.14	8.77	8.51	8.36
20	9.43	9.02	8.75	8.58
21	9.72	9.28	8.99	8.81
22	10.02	9.55	9.24	9.04
23	10.35	9.84	9.50	9.29
24	10.69	10.14	9.78	9.56
25	11.06	10.46	10.06	9.83
26	11.44	10.79	10.37	10.12
27	11.85	11.15	10.69	10.41
28	12.29	11.53	11.03	10.73
29	12.76	11.92	11.39	11.07
30	13.26	12.36	11.77	11.42
31	13.81	12.81	12.18	11.79
32	14.39	13.29	12.61	12.19
33	15.03	13.82	13.06	12.61
34	15.71	14.38	13.55	13.06
35	16.45	14.98	14.07	13.53
36	17.25	15.61	14.62	14.01
37	18.13	16.31	15.21	14.58
38	19.08	17.05	15.84	15.14
39	20.12	17.84	16.51	15.74
40	21.27	18.71	17.23	16.38
41	22.53	19.64	17.99	17.06
42	23.93	20.66	18.81	17.78
43	25.48	21.76	19.69	18.54
44	27.22	22.95	20.63	19.36
45	29.19	24.27	21.65	20.23

All members detailed for extra hazardous duty and who receive extra pay for it will be charged an additional flat rate per $1,000 of protection, based on a fair cost of the increased risk of their respective groups as may be determined annually by the board of directors. Aviation premium for 1945 is $5.30 per month, and the submarine premium, $2.50 per month. Extra hazardous duty rates for 1946 will be announced by Alnav later this year, and separate allotments should be registered for these rates.

Application blanks and descriptive literature have been distributed to principal ships and stations. Further information may be had by writing to Navy Mutual Aid Association, Navy Department, Washington 25, D.C.

COs Asked to Name Men For Academy Prep Course

CO's of all ships and stations have been asked to survey all enlisted men in their commands and to nominate qualified men for a course at the Naval Academy Preparatory School to prepare them for the entrance examinations to the U. S. Naval Academy (BuPers Circ. Ltr. 282-45: NDB, 30 Sept, 45-1333).

Men of outstanding caliber who have sufficient academic background are to be selected by BuPers from those nominated by COs. All enlisted personnel in the regular and reserve components of the Navy and Marine Corps are to be considered, except those who already are V-5, V-7 or V-12 officer candidates on active or inactive duty. Those chosen will be ordered to the preparatory school for a short, intensive course to prepare for the academy entrance examinations to be held 17 April 1946. No applications received after 1 Jan 1946 will be considered.

For the duration of the present emergency, the requirement of nine months' sea duty has been modified to accept nine months' active service in any ship or station prior to 1 July of the year in which entrance to the Naval Academy is desired. To be considered, men should have a General Classification Test score of 88 or above on the GCT given prior to 15 June 1943, or a score of 60 or above on the new-type test given since that time.

Other qualifications required for nomination, specified in BuPers Manual, Art. D-6102, are that they be citizens of the U. S.; be not less than 17 nor more than 21 years of age on 1 April of the year in which the examination is held; have completed at least three years of high school or the equivalent and have received credit for the satisfactory completion of one year of algebra and one year of geometry; and be able to pass the required physical examination.

Eye Requirements Changed For Academy Candidates

Minimum visual requirements, recently liberalized for enlisted personnel and reserve and temporary officers who transfer to the regular Navy, have now been liberalized for candidates to the Naval Academy and for commissions in the regular Navy as follows:

- Naval Academy candidates with a slight degree of myopia may now be considered for acceptance.
- Minimum vision required of line candidates for commissions in the regular Navy is 15/20 in each eye, correctible to 20/20; for staff corps candidates and officers assigned to engineering duty only and other specialized duty, 8/20 in each eye, correctible to 20/20.

These requirements are authorized by joint letter, BuPers-BuMed, dated 22 Oct 1945, approved by SecNav.

Visual requirements for aviation will be prescribed separately.

Eligible Veterans May Take Apprentice Training from Navy

Aimed at providing a supply of well-trained artisans with superior knowledge and skill fitting them for jobs as key employees and supervisors, the Navy Department's program of apprentice and "on-the-job" training for veterans of World War II is meeting with great success at shore establishments where such training is underway.

Prompted by numerous inquiries, the training branch of the Navy Office of Industrial Relations has detailed the procedure for entrance and listed the apprentice categories available in the program which permits veterans to get not only the prevailing wage but also subsistence or disability allowance.

Under the program, which was set up through an agreement with the Veterans Administration, an eligible veteran is entitled to one year of apprentice training. If he had not passed his 25th birthday at the time of entering service, he may receive additional training in proportion to the time spent in service. If he was over 25 when he entered service, he is still entitled to the same amount of training beyond the first year if his training was impeded, delayed or interrupted by entrance into the armed forces. However, under no condition can the apprentice training exceed 48 months.

Applications for apprenticeship training in a naval installation should be made to the U. S. Civil Service district manager in the district in which the activity is located. Before the application can be considered a certificate of eligibility and entitlement must be presented to the activity where the applicant anticipates serving. Forms for the certificates and assistance in filling them out are available at VA offices.

Acceptance for apprentice training not only is subject to eligibility of the veteran but also to quotas based on the number of artisans employed at the activity. Information concerning quotas can be obtained at district Civil Service Boards or the Labor Board at the activity.

Upon acceptance for training, the veteran is assigned as a fourth-class apprentice. However, if he has had previous trade experience or trade training in the armed forces he may apply for an advancement examination after a period of three months.

Assignments for training under the program are war-service appointments, and as such, do not insure permanency. However, the policy of giving preference to veterans and to war-service employees assures such trainees a favored position in acquiring regular Civil Service status.

As of August 31, apprentice trades represented at the various navy yards, air stations, drydocks, supply and ordnance depots were:

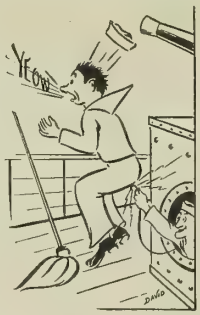
Aircraft mechanic including instrument, general and motor; blacksmith, boatbuilder, boilermaker, coppersmith, electrician, electroplater, instrument maker, joiner, loftsman, machinist, aviation metalsmith, millman, molder, painter, patternmaker, pipefitter, plumber, radio mechanic, rigger, sailmaker, sheet-metal worker, shipfitter, shipwright, toolmaker and draftsman.

Veterans in training under the program may obtain subsistence under the GI Bill of Rights or, disability pay under Public Law 16 in addition to the regular apprentice pay. However, combined payments from wages and government aid cannot exceed regular journeymen's wage rates.

HOW DID IT START?

Crossing the Line

While the boisterous ceremonies of crossing the line are so old that their derivation is lost, it is said the custom had its origin in the propitiatory offerings the Greek and Roman mariners made to the gods of the sea—Neptune, Amphitrite and their friends—who were believed in control the elements. Gradually, the purpose of the ritual changed and it became really rugged. In the days when the Vikings, the Saxons, and the Normans sailed the seas and their ships crossed the thirtieth parallel or went through the Straits of Gibraltar, the uninitiated members were severely tested. The ceremony was of the roughest sort and designed to try the novices in the crew to see if they could endure the hardships of life at sea.



Today a backward ducking in a tank, a slight shock of electricity and a mock shave with an imaginative concoction are the minor indignities inflicted on those who cross the equator and officially graduate from Pollywogs to Shellbacks.

Permanent USN Ranks Given 805 Reservists

Appointment of 805 former A-V(N) and NROTC Naval Reserve officers to permanent rank in the line of the regular Navy was announced last month by BuPers. Appointments are subject to acceptance by the officers and fitness for duties at sea as determined by medical examination.

Thirteen of the appointees were to the permanent rank of lieutenant (junior grade) and 792 to the permanent rank of ensign, although all officers receiving the permanent appointments will continue to serve in their present temporary rank until such time as action is taken to effect a general redistribution of rank for the entire service.

The officers are listed by name in the directive, BuPers Circ. Ltr. 305-45 of 15 Oct 1945 (NDB, 31 October).

The Dial (NTS, Chicago)

"Frankly, I'm afraid you're not mature enough to make chief."

Aviation Ground Billets To Be Filled by Aviators Or Other Line Officers

Although there continues to be a need for aviation ground personnel in the Naval Reserve, current plans for the postwar Navy provide that these needs are to be filled either by naval aviators or by other line officers.

Under tentative arrangements naval aviators are to be assigned to such duties as have been performed by administrative, education, personnel, navigation, electronics, air intercept, engineering, equipment and survival, air plot, flight deck, hangar deck, catapult, arresting gear, recognition, gunnery, communications and air combat information officers. Other line and warrant officers will fill duties in photography and aerology and in those jobs now performed by gasoline officers. An exception to this plan may be made, however, in the case of personnel working in the technical fields of airborne electronics and aeronautical engineering.

Personnel now assigned to aviation ground officer duties are to be given an equal opportunity with all others to qualify as line officers of the regular Navy, if they so desire, and aviation ground officers qualified in the duties listed above are urged to submit requests for transfer to the Regular Navy.

The reduction in aviation ground officers is to be effected over the period of time necessary to establish all aviation activities at the peacetime level. Some activities may be reduced immediately to peacetime allowances while others will continue to operate at present or reduced allowances for some time.

The announcement in BuPers Circ. Ltr. 271-45 (NDB, 30 Sept, 45-1323), advised COs to take appropriate action so that reliefs would be provided to carry on the essential work now performed by ground officers, with a view toward assigning personnel in these tasks who would be eligible to continue serving in the jobs in the peacetime Navy.

Appointments As EDOs In Regular Navy Open To Qualified Officers

Officers who have been performing duties relating to certain professions and specialties, and others whose education and experience is such that they feel qualified, are invited to apply for appointment as Engineering Duty Only (EDO) officers in the regular Navy. The offer is open only to those above the rank of ensign (BuPers Circ. Ltr. 303-45; NDB, 15 Oct, 45-1449).

Officers selected for appointment will not necessarily perform duties in the future under the cognizance of a particular bureau, but in order to set forth the qualifications desired the professions or specialties are listed below under the various bureaus and officers which at present have cognizance of the work performed:

- **BuAer** (applicants not required to be aviators):
  - (Aeronautical)
    - Aerodynamics
    - Aeronautical engineering
    - Industrial and Management engineering
    - Mechanical engineering
    - Metallurgy
    - Structural engineering
  - (Aircraft electronics)
    - Electrical engineering
    - Illuminating engineering
    - Mechanics
    - Physics
    - Electronic engineering
- **BuOrd**:
  - Ordnance engineering
  - Mechanical engineering
  - Electronic engineering
  - Electrical engineering
  - Chemical engineering (including explosives)
  - Metallurgical engineering
- **BuShips**:
  - Naval architecture
  - Naval engineering (mechanical)
  - Naval engineering (diesel)
  - Electronic engineering
  - Radio engineering
  - Radar engineering
  - Electrical engineering
  - Petroleum engineering
  - Metallurgical engineering
  - Chemical engineering
  - Industrial engineering
  - Materials engineering
  - Ventilation engineering
  - Illuminating engineering
  - Physics
  - Mathematics
  - Optics
- **Office of Research and Inventions**:
  - Patent attorneys
  - Mathematical physicists
  - Nuclear physicists
  - Organic chemistry
  - Physical chemistry
  - Biochemistry
  - Chemical engineering
  - Mechanical engineering
  - Electronic engineering
  - Electrical engineering
  - Radio engineering
  - Mathematics
  - Metallurgy
  - Aeronautical engineering
  - Aerodynamics
  - Meteorology
  - Psychology
  - Oceanography
  - Physiology
- **Office of Naval Intelligence**:
  - Language officers
  - Officers highly informed on foreign areas
  - Officers experienced in intelligence technique
- **Director of Naval Communications**
  - Officers who are specialists in communication intelligence and security.

Included are certain specialists whose duties have no direct relationship to engineering but for which there is no more applicable classification at present. These men are to be designated as EDO until a more exact classification for their specialist duties is provided.

Applicants for the first five categories will be required to have a college degree or demonstrate in a test that they have the equivalent general background. Applicants under the final category will be required to have only two years of college or demonstrate its equivalent by means of a test. All applicants must have had experience in their specialty.

Applications are to be submitted in the form and manner prescribed in the basic circular letter covering transfer of temporary USN and reserve officers to the regular Navy (BuPers Circ. Ltr. 288-45), in which service, physical, and age requirements are set forth. Officers may apply after release to inactive duty or separation from the service and may accept or resign commissions as provided in the circular letter covering transfers.

BuPers points out that the EDO designation offers an opportunity for officers to follow a specialized career in the Navy, with the same equality of treatment afforded regular line officers. They will be eligible to apply for postgraduate courses in their specialties or for flight training, as appropriate, and will be counted upon to help keep the Navy's technical service the finest in the world.

EDO officers will be eligible for any shore duty assignable to other line officers and can succeed to command ashore. In pursuit of their specialty they may be assigned to sea duty, but they will not become eligible for command afloat. In promotions, they will not compete with unrestricted line officers but will be assigned "extra numbers" and be considered separately by selection boards.

Book of 100 Navy Photos Available to All Hands

Ample copies of "U. S. Navy Photographs", a 108-page publication containing 100 photographs portraying ships, planes, battles and personnel in action which have been selected by experts as being the best pictures taken by Navy photographers during the war, will soon be available for shipment to Ships' Services and Stores.

The book is being made available because of the belief that each member of the Navy will very likely desire to carry away with him a photographic record depicting the part he and others played in the defeat of Germany and Japan. It is also being made available because men and women were prevented by security reasons from privately assembling their own album.

The book will be offered for general sale at approximately $1.00 per copy, although COs, who so desire, may purchase the books with available welfare funds and distribute them free on an equitable basis.

(For details on ordering and shipment of volume, see BuSandA ltr. dated 27 Sept 1945 (NDB, 30 Sept., 45-1339).

Some A-V(N)s Eligible For Lump Sum Payments

Officers classified as A-V(N), (A1) and (A2), who were in an aviation cadet status on or before 3 Sept 1942, or their beneficiaries, are now eligible for lump sum payment at the rate of $500 per year for fractional parts of the first year served, in accordance with a decision by the Comptroller General on 10 Aug 1945, contained in BuPers Circ. Ltr. 298-45 (NDB, 15 Oct, 45-1445). This decision applies also to Marine Corps officers of corresponding classification.

Previously, provisions of the law authorizing lump sum payments to officers of such basic classifications (BuPers Circ. Ltr. 281-43: NDB, cum. ed., 1943, 43-1760) were interpreted to mean that payment did not accrue unless the officer concerned had at least one year of continuous commissioned active duty in the basic classifications, and the authority to prorate the lump sum for a fractional part of a year applied only in cases where the officer had a fractional part of a year's active commissioned service after the completion of one or more years of such service.

In compliance with the Comptroller General's decision, BuSandA Manual will be amended to provide that in the event of the officer's death not as a result of his own misconduct, his transfer to the retired list, or his release from active duty, other than on his own request or for disciplinary reasons, the lump sum payment shall be prorated for a fractional part of a year of commissioned active service, even if the total of such service is less than a year. For fractional parts of a year, the monthly and daily rates of $41.667 and $1.389, respectively, will be used in computing the amount due.

Officers or their beneficiaries who may now be entitled to lump sum payment may submit a claim as follows:

- Officers now on active duty in other classifications may submit a claim on GAO Form 2034 which can be obtained from disbursing officers.
- Officers now on inactive duty or who have been discharged, or the beneficiaries of deceased officers may submit a written claim to the General Accounting Office, Claims Division, Washington, D. C., on GAO Form 2034, or by letter. Such claims should be forwarded via the Chief of Naval Personnel.

Lump sum payments, however, are not authorized upon transfer to the regular Navy or discharge from the Naval Reserve to accept appointment in the regular Navy. (For additional mention of A-V(N) payments, see p. 39).

Santana (NavHosp, Long Beach, Calif.)
"Comfy, Sailor?"

No More Lugging: Mattresses Now Provided by Ship, Station

Enlisted men will no longer be required to lug a heavy mattress from duty station to duty station under a plan announced by Alnav 278-45 (NDB, 30 Sept. 45-1283) in which mattresses are henceforth to be provided by the ship or station for all personnel on board. Individual ownership of mattress covers will, however, be continued and their use is mandatory.

Navy-issue mattresses became Government property as of 15 October, at which time ships and stations assumed the responsibility for providing mattresses. As hammocks are no longer issued to recruits, and since they are also Government property, men will not be burdened with carrying them from ship to ship, as they likewise are to be provided, where needed.

If a man purchased a mattress with his own funds, and he wishes to keep it, he may do so by having that fact entered into his service record. Likewise, he may keep the mattress he now has until such time as he moves on to another ship or station.

Methods are now being instituted by BuShips for the sterilization of mattresses afloat and ashore, as required. Used mattresses may be reassigned without sterilization, however, provided they are not infested or have not been used by persons having a communicable disease.

The directive also abolishes the practice of issuing mattresses to recruits.

Cash Prizes Offered For Best Craftwork

Prizes amounting to $3,300 are being offered by Popular Science Monthly in a contest to find the best in craftwork made by servicemen and women and veterans. Entries must be in by 1 Apr 1946.

Eligible to enter the contest are men and women now serving in any branch of the armed forces, men and women who have been honorably discharged from any of these services since 7 Dec 1941, and men who served in the merchant marine during the wartime months.

Each article entered must have been made personally by the contestant and may represent any type of craftsmanship or handiwork except paintings, drawings, prints, renderings or photography. All entries must be accompanied by a statement giving name, rank and permanent home address of the contestant; the materials and tools used; the approximate date when the object was completed and if a veteran, the date of discharge, or if a merchant seaman, the beginning and closing dates of his service at sea.

The first prize is $1,000; second, $500; third, $200; fourth, $125; fifth, $100; sixth, $75 and seventh, $50. Fifty other awards of $25 each will also be made.

When entries are packed for shipment they should not weigh more than 50 pounds and must be postmarked not later than 1800, 1 Apr 1946. Mail entries direct to Servicemen's Handicraft Contest Editor, *Popular Science Monthly*, 353 Fourth Avenue, New York 10, N. Y.

V-12 Medical, Dental, Theological Students May Finish Training

V-12 medical, dental and theological students who are scheduled to graduate upon completion of the current term which was begun prior to 1 Nov 1945 are to be permitted to continue their college training and upon graduation will be commissioned. Others in the pre-professional and professional stages of V-12 medical, dental and theological training are to be offered their choice of: (1) release to inactive duty upon certification of their intention of completing their professional education at their own expense, or (2) transfer from the V-12 program to general enlisted duty.

This plan, announced by V-12 Bulletin No. 327 dated 24 Sept. 1945, does not affect others in V-12.

Those students (medical, dental and theological) who choose to complete their studies begun under V-12, will be required to submit satisfactory statements that they will continue their professional training in civilian schools on inactive duty. In the case of pre-professional students, an agreement to pursue appropriate professional training after finishing the prerequisite courses must be included in their statement.

Upon receipt of such statements, COs of V-12 units are authorized to transfer these students to the nearest separation center for release to inactive duty in the rating of apprentice seaman, Class V-12, USNR.

To enable USN and USN-I men who are now in V-12 medical, dental or theological programs to complete their professional or pre-professional education, provision is made in the directive for their discharge from the regular Navy, immediate reenlistment as AS in the reserve and then for release to inactive duty in the Naval Reserve.

V-12 students who choose to complete their studies on inactive duty are eligible for Government aid under the G. I. Bill of Rights, provided, of course, they meet the minimum service requirement of 90 days' active service in general enlisted or officer status.

Determination of eligibility for such educational benefits is made by the Veterans Administration.

Those men who desire to complete their educations, but who do not have sufficient service time to make them eligible for Government aid under the G. I. Bill of Rights, could, of course, elect to be transferred to general service. They would, however, not be eligible for release upon completing the period of service time required to eligibility under the G. I. Bill of Rights, but would have to accumulate sufficient points for discharge under the demobilization system, details of which may be found on p. 64.

V-12 Grads to Receive Commissions as Ensigns

V-12 engineers, physics majors, aerology majors and deck students scheduled to complete V-12 training on or about 1 Nov 1945 will be commissioned as ensigns in the Naval Reserve and assigned to active duty in officer status if they meet all the requirements previously established for transfer to reserve midshipmen's training, according to Navy V-12 Bulletin 331, dated 2 Oct 1945. They will not be commissioned at V-12 units, but will report to specifically designated activities for commissioning.

The bulletin also provides that pre-Supply students who will complete their allowed V-12 training on or about 1 Nov 1945 will be transferred to the Navy Supply Corps School for approximately three months' training leading to appointments as Ensigns (SC), USNR.

V-12 Dischargees May Draw Clothing

Students in V-12 who are eligible for release under the Navy's demobilization plan are to be permitted to retain sufficient Navy clothing for travel to the separation center and to keep all items so issued upon return to civil life, V-12 Bulletin No. 333, dated 8 Oct 1945, announced.

NROTC and medical, dental and theological graduate students are to receive one each of the following: blue uniform, raincoat-overcoat, blue woolen gloves (if required), black tie, officer-style cap or blue garrison cap, black belt and all insignia.

All other apprentice seaman V-12 are to receive one each of the following items of enlisted gear: blue trousers, overcoat, raincoat (if necessary), neckerchief, dress blue jumper, blue woolen gloves (if necessary) and cap (blue or white as appropriate).

Mexico Travelers Warned Of Currency Restriction

Personnel making unofficial visits to Mexico are advised by BuPers Circ. Ltr. 276-45 (NDB, 30 Sept, 45-1328) that a Treasury Department regulation forbids the exportation to Mexico or importation from Mexico of U. S. currency in denominations larger than $20.

Details governing travel to Mexico by naval personnel appear in BuPers Circ. Ltr. 178-45 (NDB, 30 June, 45-726).

Alnav Promotions Open To Inactive Officers, Also Those on Leave

Officers of the rank of lieutenant commander and below, with the exception of chief warrant officers, who have completed or may complete continuous active service in rank for certain stipulated lengths of time, may expect to be considered eligible for promotion either by Alnav or letter of promotion authority, in accordance with Alnav No. 346, of 16 Oct 1945.

Time required in rank in the various grades is as follows: Warrant officers, ensigns and lieutenants(jg), 18 months; lieutenants, 24 months; lieutenant commanders, 24 months, subject to recommendation by a selection board. Promotion of commanders and above will be handled individually by selection boards.

Prior to release for terminal leave, commanding officers of all naval activities must insure that officers under their command are given all promotions due under existing promotion authorities. If the appointment to a higher rank makes the officer ineligible for mustering pay, he may either elect to be promoted or receive the mustering out pay.

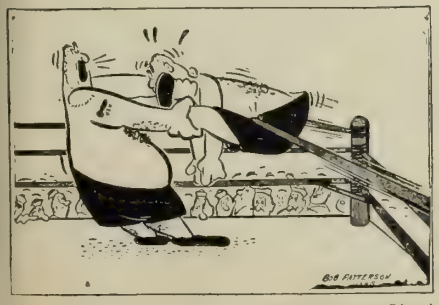
If an officer is in a terminal leave status, and has not previously refused to accept the promotion, he may request the promotion from the commanding officer of any naval activity, who is directed to honor the request, subject to the following instructions:

The officer must meet the eligibility requirements of a promotion authority, prove identity and eligibility for promotion, show terminal leave status and present his officer qualification jacket. In effecting the promotion, commanding officers should follow the procedure as prescribed by the promotion authority and BuPers Circ. Ltr. 222-43, except that the lack of a positive recommendation in the qualification jacket will not prevent promotion. A signed statement by the officer regarding service in rank will be accepted as proof, and the acceptance or refusal of the appointment, signed by the officer, will be forwarded to BuPers.

Officers of the rank of lieutenant commander or below in an inactive duty status, who have not previously refused the promotion, and who consider that they have completed the prescribed continuous active duty in rank, will be fully entitled to bear the official title of the higher rank and wear the uniform of such rank, pursuant to Alnav 245-45, provided the inactive duty status was started subsequent to 8 May 1945.

Reserve officers on terminal leave or in an inactive duty status should advise the promotion section of BuPers of their home address so that when and if they become eligible for promotion, BuPers may take the necessary action.

Promotion authorities to date since 1 July 1945 are as follows: Alnavs 149, 150, 185, 237, 238, 304, 305, 317 and Circ. Ltr. 220-45. Action taken in accordance with this Alnav should not impede demobilization in any way, and the provisions terminate concurrently with the temporary promotion law.



Hoist (NTC. San Diego)

Alnav Directs Release Of All Married Nurses

Provision for the release of all married officers in the regular and reserve Nurse Corps was announced in Alnav 339-45 (NDB, 30 October) which requests such officers to submit resignations to the Surgeon General through official channels. The Alnav rescinds, as of 1 November 1945, war-time measures granting active duty to married nurses. Approximately 700 married nurses are made eligible for release by the Alnav.

Officers in the regular Nurse Corps are to remain on active duty pending action on their resignations, while those in the Naval Reserve are to be released to inactive duty after submission of their resignations.

The Alnav adds that, at present, resignations of Nurse Corps officers for the purpose of marrying will not receive favorable action.

Temporary Commissions Limited to Former POWs

The only personnel eligible at the present time for recommendation to warrant or commissioned officer ranks are former prisoners of war, BuPers Circ. Ltr. 304-45 (NDB. 15 Oct, 45-1386) announced last month. However, should the need develop for additional temporary officers during the transition period from the wartime to peacetime Navy. BuPers will request recommendations, and at that time the names and applications of individuals in the following categories will be considered without further recomendation being necessary from the CO.

- Those candidates previously notified who were placed on the eligibility list for appointment but who have not as yet been appointed.
- Those who were notified that they met minimum requirements for appointment to certain ranks, but were not placed on the eligibility list because there were at the time a sufficient number on that list to meet the number of required appointments for the next 12 months.
- Those previously notified that they were not selected but that their recommendations would be considered at a future date.
- Those whose recommendations were forwarded to BuPers prior to receipt of BuPers Circ. Ltr. 304-45, but who have not received individual notification of the action taken on such recommendations.

How to Find Out Battle Stars You Rate

It is now possible for you to definitely determine how many engagement stars you are eligible to wear on your area campaign ribbons. A 113-page book listing individual ships and units entitled to engagement stars for participation in operations and engagements was mailed by BuPers last month to all ships and stations.

The book contains all campaigns through the Western Caroline operation, except for the consolidation of the Northern Solomons. As records are received and authorization given for subsequent engagements, supplemental issues will be distributed. *The book (NavPers 15,632) is not available for distribution except for official use.*

Copies, however, have been sent to all ships and stations so that personnel may determine the number of stars to which they are entitled. COs having enlisted men's records in their custody are directed to review such records immediately and make appropriate entries of operations and engagement stars to which the individual is entitled, and to delete those which are already in the jacket, but which are not in conformance with the authorization contained in the official listing. COs are also to issue to officers in their command a statement of their operation and engagement stars, a copy of which is to be sent to BuPers, Commandant, Marine Corps or Commandant, Coast Guard, as appropriate.

Daily Comics Offered To Ships' Newspapers

A daily page of eight of the most popular syndicated comics used by U. S. newspapers may be furnished to mimeograph and photo-offset daily newspapers at sea and overseas in a new service now being offered by the Ships' Editorial Association, (SEA) according to BuPers Circ. Ltr. 295-45 (NDB, 15 Oct. 45-1442).

If there is evidence of sufficient interest in the proposed venture, it will provide mimeograph papers with six pre-cut stencils per week, and photo-offset papers with page reproduction proofs which could be transferred photographically to offset plates. Letterpress papers may also subscribe to the photo-offset service if they wish to make their own plates, and a mat service will be undertaken if there is sufficient interest to warrant it.

Cost of the service to commands using it is estimated at $2.00 per week, and the assessment may be paid from appropriated Welfare & Recreation funds, from Ship's Stores profits and from Welfare funds (non-appropriated).

Interested commanding officers are requested to inform BuPers of their desire for the service as soon as possible and to indicate in order of preference, the eight comic strips desired most by men in their command. An enclosure to the letter lists the available comic strips from which the eight are to be selected, and final selection will be based on a compilation of the preferences indicated.

BuPers, BuSandA Outline Procedures for Release Of Officers Outside U. S.

Regulations governing the release of officers outside the continental United States and release of officers with homes of record outside the continental United States, have been set up in a joint letter from BuPers and BuSandA.

An officer eligible for release from active duty, whose home of record was within the continental United States at the time he was ordered to active duty, may request to be released outside the continental limits. If he is stationed in territories or possessions of the U. S. at the time of his eligibility for release, he must submit a written request for such release to the Chief of Naval Personnel, via the authority designated in AlNavs 198-45 and 228-45. This authority can approve or disapprove the request without prior reference to BuPers.

If the officer desires to be released in a foreign country or its possessions he must first obtain permission to remain in that country through the U. S. diplomatic or consular office. In addition he must submit a written request for release in the foreign country to BuPers via the authority designated in AlNavs 198-45 and 228-45. This authority can approve or disapprove the request without prior reference to BuPers.

Approval of an officer's request for release outside the continental limits of the U. S. carries with it the stipulation that there will be no reimbursement for travel outside the continental limits after the date of release. If the officer does not wish to assume such expense, the authority for his release will be revoked.

Advance payment of mileage will be computed from the port of entry into the U. S. nearest the place from which the officer was called to active duty, to that place or to his home of record. One of the following constructive ports of entry will be used: Boston, Mass., New York, N. Y., Norfolk, Va., Charleston, S. C., Miami, Fla., New Orleans, La., Wilmington, Calif., San Francisco, Calif., and Seattle, Washington.

Transportation of dependents of such officers will be governed by the basic policy which authorizes transportation from the last permanent duty station to the official residence. In cases where dependents have obtained transportation to a designated location at the time the officer was assigned to overseas duty, transportation will be authorized from that location to the home of record. If dependents do not desire transportation to the home of record, they may travel to other destinations. However, the measure of allowance in this case will be from the last permanent duty station, or other designated location, to the desired destination, but not to exceed the cost of travel from the last permanent duty station, or other designated location, to the home of record.

Where dependents are located at the overseas station, transportation for dependents to the port of entry in the continental United Sates must be by government transportation if available. In this type of case application should be submitted to the overseas command having jurisdiction who is authorized to furnish commercial transportation when it is determined that no government transportation will be available within a reasonable time. Commercial transportation is authorized from the port of entry to the official residence of record at the time of call to active duty.

An officer on duty within the U. S. or on a ship within a U. S. port, and who is entitled to return to a home of record outside the continental U. S. upon release, will be separated at the Officer Separation Center serving nearest the duty station or port, and will request BuPers to arrange for travel. No mileage will be paid, however, until the completion of travel. If the officer does not desire to return to his home of record outside the U. S., any mileage claims will be based on travel to any one of the following constructive ports of embarkation nearest his home of record: Boston, Mass., New York, N. Y., Norfolk, Va., Charleston, S. C., Miami, Fla., New Orleans, La., Wilmington, Calif., San Francisco, Calif., and Seattle, Washington. Transportation of dependents will be the same as that given for officers released outside the continental limits insofar as applicable. However, if water transportation is involved, application must be made to BuPers for dependents within the U. S., or to the appropriate naval authorities if the dependents are overseas. Commercial land travel is authorized for dependents.

An officer on duty at a station outside the continental U. S., or on a ship not in a U. S. port, will be returned to his home of record outside the U. S. if he so desires. If he does not want to return to his home, he may be released from active duty in a possession or territory of the U. S., or in a foreign country, provided the request is approved and he waives claim to any further transportation at government expense.

In all cases, the shipment of household effects at government expense will be in accordance with the regulations in BuSandA Manual, Art. 1870.

Enlisted men and women may also be released from the service outside the continental limits of the U. S. at their own request, and in accordance with the provisions of BuPers Manual, Art. D-7018 and D-7019. As in the case of officers, they must waive transportation back to the U. S. and comply with all of the requirements necessary for their legal entry into tthe country. For detail see Alnav 302-45 (NDB, 30 Sept. 45-1307) and reference above.

Volunteers Desired For Publications Billets

Fully qualified editorial, art, circulation, production and photolithographic peronnel, officer and enlisted, are needed for ALL HANDS magazine and Ships' Editorial Association (SEA) in Washington, for the Navy News Bureau (a wire service) in San Francisco, and *Navy News* (Guam and Philippine tditions), the Pacific daily newspapers.

By Alnav 355-45, volunteers are invited to submit requests through official channels for this duty.

WHEN THE USS GAMBIER BAY CROSSED THE EQUATOR elaborate "Crossing the Line" ceremonies were held and ship's photographers took some 30 photographs and sent them to the United States for printing. Before the pictures could be returned, the Gambier Bay was sunk in the Battle for Leyte Gulf. About 400 sets of the pictures are on hand and surviviors may obtain them without charge by writing to BuPers (Merchandise Services Section), Navy Department, Washington 25, D. C.

Alnav Lists Eligibles For Exchange Relief

As announced by Alnav 311-45 (NDB, 15 Oct, 45-1393) entitlement to exchange relief has been limited to the following personnel by Executive Order 9449, effective 1 Oct 1945:

Members of naval missions, naval attaches, naval observers, naval laision officers, port directors, and officers, enlisted personnel and civilian employees attached to such offices;

Personnel in a travel status when their travel orders specifically say they are entitled to exchange relief;

Those on duty ashore where either government quarters or messing facilities are not available, and

Those on duty ashore, whose dependents (as defined in Sect. 4 of the Pay Readjustment Act of 1942, as amended) reside with them.

Exchange relief is the additional reimbursement which is allowed for losses due to the appreciation of a foreign currency in relation to the U. S. dollar, details for which may be found in BuSandA Memo, Art. 2140—0.

Except for those mentioned above, no person in the Navy, Marine Corps, or Coast Guard is entitled to exchange relief when on duty where both government quarters and messing facilities are available. "Quarters" is defined by the Alnav to include both billets and tents, and "messing facilities" to include officers' messes, general messes and contract messes. Quarters are considered as being available in any case where personnel are not required to procure quarters at their own expense.

Applications Requested For Tabulating Course

In view of the definite need throughout the Navy for operators of electric tabulating equipment, Alnav 322-45 (NDB, 15 Oct. 44-1404) asks for immediate applications for a course of instruction in the operation of these machines.

Applications are desired from line officers with background in personnel administration or communications, Supply Corps officers and pay clerks experienced in stock control and inventory systems, disbursing and general supply, and Civil Engineering Corps officers, particularly those experienced in stock control and inventory systems.

Eligible to apply are officers and warrant officers of the regular Navy and Naval Reserve officers and warrants who have applied for transfer to the regular Navy and who are of the rank of Lieutenant or below and under 36 years of age. Instruction will include a two week familiarization period at a Navy Tabulating Installation, a four week intensive factory course in methods, procedures, scheduling of work load, etc., and additional training in a Tabulating Installation before assignment to duty in this field.

When forwarding applications commanding officers should indicate whether the applicant is recommended for this training and if relief is needed.

Medal of Freedom Design Announced

The design for the Medal of Freedom, which was authorized by presidential Executive Order 9586 of 6 July 1945, has been announced and is illustrated above. The rules governing the award of the medal by the Secretary of the Navy were announced to the service in SecNav ltr. dated 29 Sept 1945 (NDB, 30 Sept, 45-1271).

This new medal, which is not to be confused with the Victory Medal for World War II (still unannounced), may be awarded to any person who, on or after 7 Dec 1941, performed a meritorious act or service which has aided the U. S. in the prosecution of the war, and for which the award of another U. S. medal would be inappropriate.

It may not be awarded to members of the U. S. or Government of the Philippine armed forces for acts performed while they were members of those forces, nor to citizens of the U. S. or habitual residents of the U. S. for meritorious acts performed within the continental limits of the U. S., excluding Alaska.

It may, however, be awarded to U. S. or foreign citizens for acts performed outside the U. S. or to members of armed forces of friendly nations to whom the award of the new medal would be more appropirate than other existing awards. The ribbon is red with four white stripes.

(Complete details on precedence, presentation and subsequent award are contained in the SecNav letter.)

Instructor Qualifications

New qualifications for recruit and service school instructors were approved recently by SecNav and may be found in BuPers Circ. Ltr. 285-45 (NDB, 30 Sept. 45-1336), which has been issued to cancel and supersede Arts. D-5304, D-7032 and D-7033 in BuPers Manual.

Applications Invited For Photographic Pilots

Officers with experience and technical knowledge gained during the war in aerial photographic reconnaisance supporting combat operations are invited to apply for regular Navy commissions, to receive additional training as necessary and to serve as aerial photographic pilots for the purpose of research and development of aerial photography, photogrammetry and aerial navigation cartography, Alnav 335-45 (NDB, 15 Oct. 45-1417) states.

Nonpilot applicants must be less than 27 years of age and their applications endorsed by medical examiners as to phyical qualifications for flight training. Scores on aviation aptitude tests also must be given with the applications. Most qualified applicants are now in the naval reserve and to be eligible must request transfer to the regular Navy. Enlisted personnel are not eligible.

Nonpilot graduates of photographic school or photographic interpretation school will be sent to flight training and photographic operational training. Other nonpilots with hydrographic or cartographic experience will be sent to photographic school or photographic interpretation school—as well.

In addition, applications for aviation photographic duty are desired from photographic squadron pilots and carrier photographic pilots. They will be sent to photographic school or photographic interpretation school and to photographic operational training as necessary.

All applications should be submitted through official channels to BuPers via CNO (Att: Op 32).

USN Yeomen, SK Rates Open to Specialists (I)

Envisioning the fleet's need for personnel experienced in the operation of electrical tabulating machines, BuPers has offered Specialists (I) the opportunity to enlist or reenlist in the regular Navy for duty utilizing their special training.

Inasmuch as there is no provision for specialist ratings in the postwar Navy, Specialists (I) are being encouraged to qualify for storekeeper and yeoman ratings which will be given electrical tabulating machine operators.

Authority for transfer of Specialists (I) to rates of equal pay grade for the purpose of enlistment or reenlistment in the regular Navy has been granted in BuPers Circ. Ltr. 306-45 (NDB, 15 Oct., 45-1451).

Physical Exams Scheduled For USN, USMC Officers

Boards of medical officers will convene during January 1946 to conduct physical examination of Navy and Marine Corps officers of the regular service on the active list who will have attained the age of 50 during 1946, and those over 50 years of age, to determine their physical fitness to perform all duties at sea or in the field.

Details were announced last month by BuPers Circ. Ltr. 293-45 (NDB, 15 Oct. 45-1440).

Safety Measures Urged To Hold Down Accidents During Demobizilation

Stressing the importance of "surviving the peace," the Safety Branch, Shore Establishments Division of the Navy warns those who survived the war that, with large numbers of men moving as a result of the demobilization program, personnel must be alert to avoid accidents.

Auto accidents and accidents occuring on roads have been found to be by far the greatest hazard, accounting for 25% of all accidents, according to figures from February through May this year at the Navy Training and Distribution Center and Frontier Base, Treasure Island, Calif., considered typical of large naval bases.

Safety measures urged for preventing this type of accident include:

- Proper maintenance of vehicles.
- Maintenance up to a safe standard of all roads, bridges, and intersections.
- Alertness on the part of drivers, passengers and pedestrians.

The safety experts also call attention to the fact that a substantial number of the 591 accidents analyzed at Treasure Island occurred in activities other than those associated with duty during normal duty hours. Of the 591 counted, 107 took place during athletics, 72 in commissary duties, 55 in barracks, 14 in other scheduled activities, 10 during physical training and only seven aboard ship.

It is also significant that of the 591 accidents, 231 were wounds, 88 fractures, and 145 sprains—the kind of accidents that do most to disable men.

The Safety Branch points out that 98% of all accidents are preventable.

Most Pacific bases have officers specifically assigned to safety duties, and their help is available toward the objective of sending home the most men with the least accidents.

CincPac Stresses Serious Results of Missing Ship

Failure to realize the serious consequences of liberty-breaking and missing ship in Pacific Coast ports has resulted in naval personnel being subjected to more and more general courts-martial during recent months, states Pacific Fleet Letter 36L-45.

Stating that more than 80% of cases from the Fleet concerned personnel missing their vessels and that nearly all offenses were committed while ships were in Pacific Coast Area ports, CincPac requested COs to take steps to impress upon enlisted personnel the almost inevitable result of misbehavior.

Exhaustive interviewing of offenders indicates that the average enlisted man appearing before a GCM failed to know that:

- The chance of avoiding detection for a prolonged period is extremely remote.
- An absentee's allotments (and government allowances for dependents) are automatically stopped. They cannot be renewed unless and until the offender again attains a pay status by restoration to duty upon completion of punishment.
- A sentence of bad-conduct discharge for a previous offense, which may have been held in abeyance, is not automatically carried out if a new offense is committed. Instead, the man usually faces trial by general court-martial with attendant confinement, reduction to apprentice seaman, loss of pay and dishonorable or bad-conduct discharge.
- Upon conviction of desertion, a dishonorable discharge and *loss of citizenship* are mandatory. Confinement at hard labor for several years is almost always a part of the sentence.
- The many benefits provided in the so-called GI Bill of Rights are available only to men discharged under other than dishonorable conditions.

A Wave's Angle On GI Insurance

Many Waves getting out of the service are asking, "What's the best thing for me to do with my GI insurance? Keep it, convert it, or what?" Last month's ALL HANDS *article on insurance, p. 28, printed the general answer for most naval personnel. A Wave who thinks there may be some special angles for Waves to consider has submitted the following, which has been endorsed by the BuPers' Insurance Section.*—ED.

Almost every woman, including Waves, believes that sooner or later she'll find a man to love, honor and cherish her—and pay the bills. Statistics prove it.

The husbands carry insurance for the protection of their wives and families and for savings. Wives approve the idea, reap the benefits, but, in the main, have not carried insurance policies so much themselves.

The war introduced a new trend. When women went on Navy rosters, they also went on National Service Life Insurance rolls—with more than 80,000 applications for more than $445,000,000 of insurance protection. The ladies of the Navy were quick to recognize a good thing—complete protection at minimum rates.

Will they let it go when they put aside their garrison hats for dizzy feathered creations? Probably not if they knew the facts. Here are some angles worth considering.

For instance, after you've had your National Service Life Insurance for one year, it can be converted to ordinary life, 30-payment life or 20-payment life.

Suppose you are married or will be soon. If you have children, you'll want to save for their college education or other advanced training. Why not do it with a converted National Service Life Insurance policy, say a 20-pay or 30-pay contract? You'll have a life insurance policy protecting your family against unhappy eventuality. For example, in 20 years, when the children are almost grown up, the cash value of a 20-payment life policy in most cases will equal or slightly exceed the the amount of the premiums you paid. Any dividends paid would mean a further reduction in the actual cost to you of the protection. At that time the need for protection with probably be less but the cash will prove mighty handy to help Johnny with that engineering course or Mary's whirl at the fashion school. So it would amount to having had a life insurance policy at the same time that you were building a savings account.

Suppose you're a career girl with an eye to the main chance in business. Perhaps there's a possibility of investing in a small real estate venture. Or maybe you get an opportunity to buy an interest in that organization for which you've been working. Nice to have the cash available? You'd have it if you'd converted your NSI policy. Policyholders of NSI can borrow up to 94% of the cash value of their policies at any given time at a loan interest rate of 5%.

Suppose you get on the binnacle list. Let's hope it doesn't happen—but you *may* find yourself continuously and totally disabled for six months or longer. Some savings may have to be liquidated to pay for your care and treatment. Are you afraid you might have to let your policy lapse because you wouldn't be able to maintain the premium payments? No need to fear. Your NSI policy has a disability clause. Upon application by you, the government will, after six months of total disability incurred before age 60 and while the insurance is in force under premium-paying conditions, pay your premiums for you as long as you're laid up (and refund the premiums you paid from the beginning of your disability until your claim is approved, too!). When you get well you start paying again but you do not have to repay any premiums.

There's a psychological factor, too, that applies to all of us, wed and unwed, living alone and liking it or living alone and hoping. An insurance policy is not as accessible as a piggy bank. Sure, you've resolved to deposit about $15 a month; but who'll be the wiser if you skip it just one time—or another, or another? You can't treat an insurance policy that cavalierly. Each month you'll be reminded that a premium is due. The goal is set. Twenty or 30 annual payments and the game is yours. No whim or alibi is worth a lapsed insurance policy.

So it's a double-feature—protection on your life for your dependents, and a rainy-day nest egg for you if you need it.

Spindrift (Navy Pre-Flight School, Iowa City, Iowa)
"Boo! Hoo! Hoo! I wanna put my bib on backwards like daddy!"

Competitive Examinations 8-9 May for Appointment As Coast Guard Cadets

Competitive examinations leading to appointments as cadets at the U. S. Coast Guard Academy will be conducted on 8 and 9 May, 1946, according to BuPers Circ. Ltr. 259-45, and successful candidates will receive a 4-year course leading to a Bachelor of Science degree in engineering and a commission in the Regular Coast Guard.

The appointments to cadetships, offered to young men standing highest in nation-wide competitive examinations, are determined by averaging a candidate's grades in mathematics and English together with his adaptability grade. The latter is assigned by the selection board on the basis of a personal interview and the records submitted with his application.

Military personnel, as well as civilians, are eligible for nomination to the Coast Guard Academy provided they qualify in all respects for appointment. No waiver of the requirements will be granted.

The following are basic requirements:

Be not less than 17 years of age nor more than 22 years of age on 1 May 1946.

Be at least a high school graduate.

Be unmarried.

Have the following credits, either in high school or college:

Algebra	2	English	3
Plane Geometry	1	Physics	1
		Chemistry	1
Trigonometry	½		
Other Optional Credits	6½		

Be at least 5′ 6″ in height, with vision of 20/20 uncorrected in each eye and otherwise in good physical condition.

Basically scientific in character, the courses are intended for professional training of young men who are candidates for commissions and careers in Coast Guard service.

The May examinations will be given only within the continental limits of the U. S., and only those enlisted personnel of the Army, Navy and Marine Corps whose units or stations are in the United States during the time required to take the examination will be able to participate. However arrangements will be made for qualified Coast Guard enlisted personnel to take the examinations regardless of where they may be stationed. COs are authorized, at their own discretion, to grant requests for leave to those men whose applications have been accepted by the Commandant, U. S. Coast Guard. In addition, upon written request, successful candidates may be discharged by BuPers to accept cadetships.

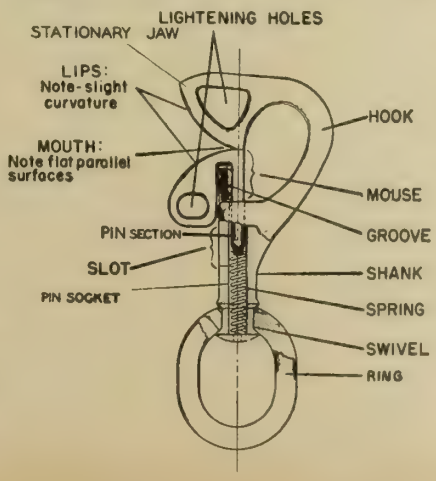
Correspondence relating to Coast Guard Academy appointments should be forwarded via official channels to the Commandant, U. S. Coast Guard, Washington, D. C., and postmarked no later than 1 April 1946. Descriptive literature concerning the Academy, a fully accredited educational institution operating under scholastic and military standards similar to those of the U. S. Naval and Military Academies, may be obtained from the Commandant.

New Snap Hook Adopted For Use on Signal Flags

A new signal flag hook known as the quick-acting snap hook which will facilitate the bending on of signal flags has been adopted by the Navy. The hook was developed by Gerald E. Foreman, CQM, USN, while on duty with Commander Fleet Operational Training Command, U. S. Pacific Fleet. Chief Foreman is now stationed at the NTC, Bainbridge, Md.

G. E. Foreman

The new hook is superior to the old standard hook in both speed and ease of operation since only one motion is required to snap the hook to the flag ring. The snap lock of the hook engages the ring solely through the pressure of the ring against the dovetailed lips of the hook, thus eliminating manual operation by the thumb. See diagram below.



Mainsheet (NTC, Bainbridge, Md.)
"I'll raise you a fin!"

Offer $5,000 for Best Book Combatting Intolerance

Supplemented by a recent grant in memory of an ensign who lost his life in the Battle of the Coral Sea, the Julian Messner Award for the best book combatting intolerance in America now offers an outright prize of $5,000, with an additional $1,500 in advance royalties.

The Ensign Lionel Judah Tachna Memorial Foundation, established in December 1942, created a scholarship at the University of Michigan, alma mater of Ensign Tachna who was lost when the destroyer USS *Sims* was attacked and sunk by the enemy in May 1942.

The Messner award will be made to the author of the book, whether fiction, non-fiction or graphic and dealing with any or all phases of intolerance, which in the discretion of the contest judges, Clifton Fadiman, Carl Van Doren and Lewis Gannett, seems most likely to contribute to the abolition or diminution of intolerance in America. The contest closes 30 March 1946. Entry blanks may be obtained from Julian Messner, Inc., 8 West 40th Street, New York 18, N. Y.

Navy Will Replace Blues Men Had to Leave Behind

Because many ships left the States "stripped for battle" some men were not permitted to take their blues along when they left for sea or overseas duty. Many men ordered to the tropics similarly were told officially not to bring their winter uniforms.

When such personnel return to the States, they are to be issued *without charge* and under authority of Alnav 284-45 (NDB, 30 Sept, 45-1289), one dress blue jumper, one pair blue trousers and one overcoat.

To be eligible to receive the clothing, an enlisted man will be required to sign a sworn statement that these items were once (but are no longer) in his possession because he was prevented by higher naval authority from taking or having such items with him at the time he departed from the U. S.

New Personnel Allowances Reflect Changing Demands

Indicating that the Navy means business in its demobilization program, BuPers Circ. Ltr. 287-45 (NDB 15 Oct, 45-1435) establishes a post-war manpower pattern and specifies new personnel allowances for various classes of activities, based on a percentage of strength authorized during the war.

Effective immediately, the directive provides for large reductions under the wartime complements of officers and enlisted men for all activities except a few directly connected with the demobilization and reconversion programs. COs are directed to determine the classification of their activities in the personnel allowance reduction table, "bearing in mind that the national interest requires an immediate reduction of the naval forces."

Future requests for increase or decrease in personnel allowances of any activity will be authorized only in line with the postwar Navy's projected strength and make-up. The five classes established by the directive for determining the percentage of personnel to be allowed in terms of the 1 Aug 1945 peak follow:

• Class I—100% of present war allowance, or in excess: Demobilization centers and intake stations; activities concerned with demobilization procedures such as field disbursing branches; receiving stations; personnel distribution and transportation activities including NATS; reserve fleet berthing areas shore-based; projects or activities to be hereafter specially designated by CNO, CominCh, SecNav; occupation forces in enemy theatres; hospitals; and naval prisons, disciplinary barracks and retraining commands.

• Class II—Approximately 70% of present war allowance: Staffs, ships in commission or in service, or plane squadrons while in an operating status unless reduced below that percentage by proper authority; activities in direct support of the fleet—NSDs, NOBs, NADs, NASs; projects or activities considered of special importance by cognizant material bureaus.

• Class III—Approximately 65% of present war allowance: New construction until fully commissioned; activities of shore establishments engaged in routine functions of a continuing nature; training staffs in all training activities.

• Class IV—Approximately 50% of present war allowance: Activities whose functions are declining or relatively unimportant during this period.

• Class V—Less than 50% of present war allowance: Activities being in caretaker or laid-up status, in reserve, in process of being disestablished, with functions specifically limited or suspended, or with personnel not available.

Personnel distribution to overseas bases not covered in the above class designations remains under the direction of CNO.

WHAT'S IN A NAME?

Graveyard Watch

The nickname for the midwatch, those bleak hours from 2400 to 0400, is the graveyard watch to the men of the Navy. Authorities say this came about because of the many accidents that happened at night. This is not the original name however, for old time seamen who sailed called these hours the gravy eye watch because their eyes felt sticky from sleep. In the process of being much used the 'gravy eye' was the victim of many slips between the tongue and the ear and became the 'graveyard.' As a result the watch lost its name with the dinner table flavor and assumed the tombstone touch.

Combat Correspondents Eligible for Press Club

All accredited combat correspondents who have written for Army, Navy or Marine publications from the various theaters of war are eligible for membership in the Overseas Press Club of America.

Twelve consecutive months overseas or an aggregate of 24 months qualify a correspondent for active membership. Associate members need three consecutive months or an aggregate of twelve months duty abroad.

Correspondents interested in joining the club should write the Executive Secretary, Overseas Press Club of America, Lotos Club, 110 West 57th Street, New York City, N. Y.

Financial Aid Offered To Promising Writers

Houghton Mifflin Company is again offering Literary Fellowships to promising writers, including men and women in the service, who need financial assistance to complete book projects. Applications will be received between 1 Nov 1945 and 1 Jan 1946, and awards will be made as soon as possible after that date.

The Fellowships of $1,500 each are payable in monthly installments of $125, with $500 of the total to be considered an advance against the royalty. The royalty rate will be 10% of the retail price on the first 2500 copies, 12½% on the next 2500, and 15% thereafter.

Application blanks can be secured by writing to the Houghton Mifflin Company, 2 Park street, Boston 7, Mass. Contestants should submit with their applications a detailed synopsis or description of their project, samples of proposed treatment, examples of past work and letters from at least two responsible persons, plus photograph of contestant if available.

Manuals Revised For Four Ratings

Four new advancements in rating courses to replace those now in use will be ready for distribution before the first of the year, BuPers announced last month. Those to be issued to all ships having the rating in their complement as well as the cognizant training activties are: Y2 (NavPers 10403), QM2c and 3c (NavPers 10023), StM (NavPers 10511) and Cox (NavPers 10007). Although progress tests and examinations have not been completed as yet for these rating courses, suggested questions are included in the new manuals for optional use of the educational officer.

Ruling on Officers' Mess

Retired USN officers, reserve officers placed on the honorary retired list *with pay* and those retired because of disability incurred in line of duty may be extended, at the discretion of the CO, the privileges of a membership in a commissioned officers' "open" mess. As members they enjoy the same status as do naval officers on active duty (BuPers Circ. Ltr. 274-45 (NDB, 30 Sept, 45-1326).

Reserve officers on inactive duty or those placed on the honorary retired list *without pay* are, however, not eligible for membership in either an "open" or "closed" commissioned officers' mess.

Letters of Appreciation To Be Given NR Officers

Recognizing the indispensable part played by Naval Reserve officers in the successful prosecution of the war, the Secretary of the Navy announced in a letter to all ships and stations dated 21 Sept. 1945 (NDB, 30 Sept. 45-1269) that all reserve officers when released to inactive duty or upon resignation are to be tendered a suitable expression of appreciation of the Navy for the services which they personally rendered.

COs are to give careful consideration to the individual merits of the reserve officers under their command so that each may be appropriately recognized, and in all cases will address a letter of appreciation to the officers. Likewise, COs are also to make recommendations for appropriate awards, in deserving cases, in accordance with the instructions set forth in the directive issued by SecNav on 18 Dec 1944 (NDB, July-Dec. 44-1421).

ANSWERS TO QUIZ ON PAGE 37

1. (c).
2. (b).
3. (a) (3), (b) (4), (c) (5), (d) (1), (e) (2).
4. (b).
5. (a) (2) and (4), (b) (3), (c) (1), (d) (3).
6. (c) 12 Apr 1945, (e) 28 Apr 1945, (b) 8 May 1945, (a) 7 Aug 1945, (d) 14 Aug 1945.
7. (a) (2), (b) (5), (c) (4), (d) (3), (e) (1).
8. (a) and (d).

pecial Designation iven to Qualified adar Air Observers

Designations as Naval Aviation Observer (Radar) have been given to 01 officers of the regular Navy and Naval Reserve under the provisions of BuPers circ. ltr. 280-45 (NDB 30 Sept. 5-1331).

These officers, and others who subsequently qualify, may wear the new silver and gold winged-insignia illustrated above, which was announced last month by BuPers Circ. Ltr. 313-45 (NDB, 31 Oct.). It may not, however, be worn when other aviation breast insignia is worn.

Eligible for consideration for such a designation, in accordance with qualifications listed in the directive, are:

- Commissioned or warrant officers who now are or have been under orders to duty involving flying while serving as operational radar officer and who have successfully completed a course of instruction in operational radar at one of the following recognized airborne radar schools: Airborne Radar Training Unit, Fleet Air Wing 14, San Diego, Calif., Radar Training Detachment, NAS, Cape May, N. J., Operational Radar Officers' Training School, Naval Air Operational Training Command, Jacksonville, Fla., Special Projects School for Air, San Clemente Island, Calif., VF(N) Operational Training Unit No. One, NAS, Vero Beach, Fla., Airborne Early Warning Unit, San Clemente Island, Calif., Fleet Airborne Electronics Training Unit, Atlantic, NAS, Cape May, N. J.
- Commissioned and warrant officers who, subsequent to the date of this letter, graduate from one of the following operational airborne radar training schools, or such other schools as may be designated by the Chief of Naval Personnel: Fleet Airborne Electronics Training Unit, Pacific, NAS, San Diego, Calif., Fleet Airborne Electronics Training Unit, Atlantic, NAS, Cape May, N. J., VF(N) Operational Training Unit, NAS, Vero Beach, Fla., and VT(N) Operational Training Unit, NAS, Vero Beach, Fla.

All officers who consider themselves eligible for designation as naval aviation observers (radar may submit a request for such designation to the Chief of Naval Personnel, via the Chief of Naval Operations (Op-32). However, only those officers serving in an operational radar billet at the time of application will be designated. Officers desiring a change of duty in order to qualify for designation must so specify in their request. The designation will not be issued until the change of duty is approved.

Officers who have been under orders to duty involving flying as technical observers while serving as radar operators or radar instructors and who have not been graduated from one of the schools listed above, may request orders for such training in order to meet qualifications.

The designation naval aviation ob-

server (radar) does not automatically entitle an officer to flight orders in his present billet, nor does it necessarily mean that he will be reassigned immediately to a flying billet. Requests for assignment to a billet requiring regular flights will be considered, but since not all operational radar billets require flying, no assurance can be given that all requests will be granted.

The proper forms to be used in requesting the designation or additional training to meet qualifications are enclosures with the circular letter.

Alnavs Describe Handling of Dischargees' Baggage

Officers and enlisted personnel transferred to discharge centers are instructed by Alnav 316-45 and 333-45 (NDB, 15 Oct. 45-1398 and 1415) that they are permitted to bring with them only such gear as they personally can conveniently carry, and which they keep in their possession at all times. They are to have and keep with them such gear as will be needed prior to separation, including the uniforms they will wear home upon release or discharge, unless, of coure, they are returning from overseas and are eligible to receive the clothing provided for by Alnav 284-45 (NDB, 30 Sept. 45-1289) reported on p. 75.

Under both directives, excess baggage may be shipped *at Government expense* to the individual's home from the last duty station, provided the total weight thus shipped does no exceed 150 pounds.

The provisions of the Alnavs apply to all naval personnel regardless of pay grades.

Language Training Offered

Officers and enlisted men with special linguistic ability or with two years of college with high scholastic standing are invited by BuPers Circ. Ltr. 301-45 (NDB, 15 Oct. 45-1448) to apply for training in the Naval School of Oriental Languages, University of Colorado at Boulder, and at Oklahoma A & M College at Stillwater. Training varies between six and 18 months in Russian, Chinese and Japanese for eventual assignment to the Pacific area. Qualification forms may be found with the directive.

The Bluejacket (NATechTraCen, Memphis)

"Been here long, mate?"

Mail Courses Available To Inactive NR Officers

Reserve officers on inactive duty who desire them may obtain correspondence courses in the following subject: international law, naval engineering and electricity, diesel engineering, navigation, ordnance and gunnery, military law, seamanship, communications and Navy regulations and customs.

Requests for information and required references may be forwarded to the following Naval Reserve Education Centers, serving the naval districts indicated:

- NDs 1, 3, 4, 5, 10 and District of Columbia: NREC, 90 Church St, New York 7, N. Y.
- ND 9: NREC, Great Lakes, Ill.
- NDs 6, 7, 8 and 15: NREC, Room 126, Custom House, New Orleans 16, La.
- NDs 11, 12, 13, 14, 16 and 17: NREC, 105 Market St, San Francisco 5, Calif.

Aviation Course Books Are Now Available

The following aviation course books may now be purchased from the Superintendent of Documents, Government Printing Office, Washington 25, D. C., by personnel interested in accumulating a library of their own:

Introduction to Planes	40¢
Mathematics	60¢
Blueprint Reading & Layout Work	30¢
Hand Tools	30¢
Fundamentals of Electricity	45¢
Advance Work in Aircraft Radio	50¢
Aircraft Electrical Systems	35¢
Advanced Work in Aircraft Electricity	10¢
Aircraft Metals	30¢
Aircraft Welding	25¢
Aircraft Metal Work	50¢
Airplane Structures	30¢
Aircraft Hydraulic Equipment	35¢
Aircraft Instruments	40¢
Aircraft Engines	35¢
Aircraft Fuel Systems	60¢
Aircraft Propellers	40¢
Aircraft Armament	25¢
Aircraft Fire Control	30¢
Aerology Vol. I	60¢
Aerology Vol. II	45¢
Photography Vol. I	60¢
Photography Vol. II	55¢

Members of Same Family May Serve Together Now

Members of the same family may now serve together on the same ship or activity under a policy announced last month in BuPers Circ. Ltr. 281-45 (NDB, 30 Sept. 45-1332). Because of the risk of life involved, this practice was discontinued during the war.

The directive provides that recruits who have brothers serving in the fleet, except aboard submarines, may be transferred by the Naval Training Center to that ship or to such other duty as the fleet commander may assign. The Navy, however, can give no assurance that the members of the same family can be kept together indefinitely.

The directive may not be used as authority alone to bring members of the same family together except in the case of a recruit. Current directives will govern all other cases of transfers.

MONTH'S ALNAVS IN BRIEF

No. 267—States that U. S. Public Health Service is greatly concerned over increase in the number of Psittacine birds (parrot family) discovered on ships entering U. S. General Order 199 forbids, because of their dangerous character, the carrying of such birds on naval craft; directs COs to remove such birds immediately.

No. 268—Deals with forwarding to BuPers of old service record and new shipping articles for men reenlisting or enlisting in USN.

No. 269—States that third copy of NavPers 553 (notice of separation) is to be mailed to U. S. Naval Unit, Nevada, Iowa, instead of to Veterans' Administration, New York City.

No. 270—Deals with entitlement to dependents' transportation.

No. 271—Deals with medical qualifications for transfer of officers from reserve to regular USN and USMC.

No. 272—Revises information to be contained in submission of NavPers Form 625 (enlisted personnel report).

No. 273—States that newly commissioned ensigns, all with low discharge points, now being ordered to operating ships are to be given intensive shipboard training to qualify them to relieve higher point officers for demobilization; provides that until fully qualified for duties of rank and classification those received on board after 1 August 1945 to be considered in training status, and are not to be counted in complying with directives which authorize or direct reductions in allowance nor will they be made available for transfer under such directives.

No. 274—Contains administrative details on civil readjustment program.

No. 275—Deals with eligibility for shipment of household effects. For details see ALL HANDS, Oct 1945, p. 36.

No. 276—Revises information to be contained in submission of NavPers Form 353 (roster of officers.)

No. 277—Lists security measures to be taken on Navy Day.

No. 278—Announces that individually owned Navy mattresses become U. S. property on 15 Oct. See p. 70.

No. 279—Modifies age qualification for reserve officers of Nurse Corps transferring to regular Nurse Corps to allow those who began active service before their 38th birthday to request transfer.

No. 280—Deals with accumulated leave for officers requesting transfer to regular Navy. See p. 67.

No. 281—Deals with plasma, human dried (stock No. S1-3530 and S1-3531) and serum albumin (stock No. S1-1945).

No. 282—Sets up procedure for releasing nurses under demobilization plan. See p. 65.

No. 283—Deals with transfer of reserves to USN as reported in ALL HANDS, October 1945, p. 70.

No. 284—Deals with issuing of clothing to enlisted personnel on return to States. See p. 75.

No. 285—States that it is direct responsibility of CO at separatee's last duty station to make sure that his or her records have been completely processed, as provided for in BuPers Circ. Ltr. 153-45 (NDB, 31 May, 45-577), *before* arrival at Separation Center; directs Receiving Stations and Separation Centers to report by dispatch future violations.

No. 286—Cancels, on receipt of BuPers Circ. Ltr. 224-45, Alnav 40-45 on reenlistment of RTs and ARTs in USN and Alnav 88-45 on reenlistment allowance.

No. 287—Gives details on civil readjustment program. See p. 12.

No. 288—States that WSA desires no money orders be issued or cables authorized for merchant seamen desiring to transfer funds unless port representative of WSA authorizes transactions and that Navy postal officers, mail clerks and assistant mail clerks are to be informed accordingly.

No. 289—Lowers to 36 points required for demobilization of naval aviators. See Alnav 323-45 below.

No. 290—Says that term "military necessity" is being loosely interpreted by many commands and that officers responsible are to make sure that all personnel eligible for release under point system are sent to separation centers as soon as practicable and are not held on active duty for sake of convenience; states that in rapidly shrinking Navy, reliefs for officers can not and will not be furnished in majority of cases.

No. 291—Revises general instructions and policy on recommendations for awards to personnel for meritorious or distinguished service rendered on shore duty while in U. S.

No. 292—Calls attention to administrative provision of Section 44, Naval Courts and Boards.

No. 293—Extended to 15 October applications for course in communications announced by Alnav 172-45 (NDB, 31 July, 45-871).

No. 294—States that all COs detaching flying personnel for separation are to provide them with flight certificates, if eligible, covering period up to and including date of detachment.

No. 295—Deals with administrative details for demobilization.

No. 296—Gives details on Civil Readjustment program.

No. 297—Authorizes, as of 27 Oct 1945, the postmarking of stamps with name of ship or station.

No. 298—Deals with hardship, release of enlisted personnel. See p. 65.

No. 299—Deals with release of USN personnel holding temporary USN appointments as warrant or commissioned officers. See p. 64.

No. 300—Requests applications for flight training to begin early in 1946 from reserve aviation ground officers, who submit requests for transfer to USN, and who are less than 27 years of age and currently qualified for the specialty designators X, N, or T as described in NDB, Conf. Ed., 15 Mar 1945, 45-20; states that applications are to be submitted to BuPers via official channels, and via CNO OP-32, with endorsement by medical examiner as to physical qualifications for flight training and giving scores on aviation aptitude tests.

No. 301—Says that instances have been brought to attention of Navy Department of COs not forwarding bona fide applications for release based on hardship, and asks that spirit and letter of directives regarding release for hardship be complied with and that right of any officer or man under Navy Regs to have his communication to BuPers be protected.

No. 302—Deals with release of enlisted personnel outside U. S. See p. 72.

No. 303—Extended to 15 Oct date of applications for postgraduate course in aerological engineering.

No. 304—Announces appointment to next higher rank for temporary service, to rank from 1 Oct 1945, of those lieutenants (junior grade) and ensigns, line and staff corps, on active list of regular Navy whose date of rank is between 16-31 March 1944 inclusive, and those lieutenants (junior grade) and ensigns, line and staff corps, of Naval Reserve and Women's Reserve whose date of commencement of continuous active duty in their respective rank is the same period.

No. 305—Announces appointment to next higher rank for temporary service, to rank from 1 Oct 1945, of those warrant officers on active list of regular Navy whose dates of rank are within the period 16-31 March 1944 inclusive, and those warrant officers of Naval Reserve whose dates of commencement of continuous active duty are within the same period.

No. 306—Amends point system. See p. 64.

No. 307—Deals with establishment of personnel accounting offices.

No. 308—Amends allowance list for vessels.

No. 309—Corrects Alnav 294-45.

No. 310—Deals with overcrowding of separation centers.

No. 311—Deals with entitlement to exchange relief. See p. 73.

No. 312—Clarifies rules on sending of personnel to proper separation center.

No. 313—Contains information on civil readjustment program.

No. 314—Announces to personnel of reserve and regular Navy who are terminating service that there will be a postwar Naval Reserve organization in which they may serve. See p. 17.

No. 315 — Contains administrative details for Navy, Marine Corps and Coast Guard in reporting, redistribution and disposal of Government-owned property within U. S.

No. 316—Deals with shipment of personal effects from outside U. S. See p. 77.

No. 317—Announces appointment to lieutenant commander for temporary service, to rank from 3 Oct 1945, of those lieutenants, line and staff corps, on active list of regular Navy whose date of rank is 1 Oct 1943 or earlier, and those lieutenants, line and staff corps, of Naval Reserve and Women's Reserve whose date of commencement of continuous active duty as lieutenants is 1 Oct 1943 or earlier.

No. 318—Gives details on civil readjustment program.

No. 320—Directs activities, except

separation centers, to immediately ship by air to BuPers (Att: P-1135A) excess of following items: honorable service lapel pin and button, honorable discharge buttons for USN and USNR.

No. 321—Gives details on civil readjustment program.

No. 322—Calls for applications for course in operation of electric tabulating equipment. See p. 73.

No. 323—Concerns change in point requirements for aviators. See p. 64.

No. 324 — States that disbursing officers making payments to individuals to be separated from service within 60 days or less are, if individual is indebted to Government, to withhold sufficient pay to reduce indebtedness to minimum prior to separation; that enlisted personnel otherwise entitled to discharge are not to be retained in service pending liquidation of indebtedness unles fraud is involved, and that individual is to be notified in writing that further attempts to collect indebtedness to Government will be made.

No. 325—Says that in order to provide adequate rank where essential during the demobilization period, COs are authorized to recommend any officer not above rank of lieutenant commander for spot promotion to higher rank who agrees to remain on active duty for a period of 180 days subsequent to date he is eligible for release, and that in their recommendations COs are to certify in manner similar to that applicable under demobilization directives that retention of officer concerned is necessary to the efficient operation of the command; authorizes handling by dispatch outside U. S.

No. 326—Concerns issuance of cash lend-lease to certain countries.

No. 327—Gives details on civil readjustment program.

No. 328—Directs activities beyond continental limits of U. S. to send all unclaimed and unidentified baggage of Navy and Coast Guard personnel to supply officers' Personal Effects Distribution Center, Farragut, Idaho, and for Marine Corps personnel in O-in-C, Marine Unit, same address, and gives details for sending and marking of baggage of deceased personnel.

No. 329—States that effective 3 Oct 1945 Navy mail clerks or others authorized to handle Naval Communication Service funds need not be bonded unless CNO-DNC desires, and that bonds now in effect will not be terminated until end of premium year unless communication duties cease prior.

No. 330—Lower points for male medical corps officers. See p. 64.

No. 331—Deals with material distribution policy.

No. 332—Gives administrative details on dispatch report for personnel to be separated.

No. 333—Deals with shipment of baggage of personnel to be demobilized. See p. 77.

No. 334—Says that officers released to inactive duty are to be furnished at least 25 copies of orders at time of detachment from duty station.

No. 335—Calls for applications for photographic school. See p. 73.

No. 336—Extends expiration date for certain immune serum globulin.

No. 337—Cancels requisitions for certain items on vessel allowance list.

No. 338—Establishes basis for transfer of reserves and temporary USN officers to regular Navy. See p. 16.

No. 339—Deals with submission of resignation by nurses. See p. 71.

No. 340—Gives details on civil readjustment program.

No. 341—Calls attention of certain commands to necessity for requiring proper liquidation of and accountability for Ships Service Officers Mess and Welfare Funds.

No. 342—States that under Public Law 186 approved 24 Sept 1945 regular and reserve enlisted personnel in Navy, Marine Corps, Coast Guard who are discharged or released for reason of under age of authorized enlistment are entitled to pay and allowances to date of discharge or release, transportation in kind and subsistence to their home, and otherwise proper mustering out pay.

No. 343—States that vessels arriving in U. S. for decommissioning and overseas bases being decommissioned which have postage stamps and stamp paper in stock are to turn them in to supply officer at nearest continental supply activity and receive receipt invoice.

No. 344—Establishes 3 Sept 1945 as terminal date for eligibility for the Philippine Liberation ribbon.

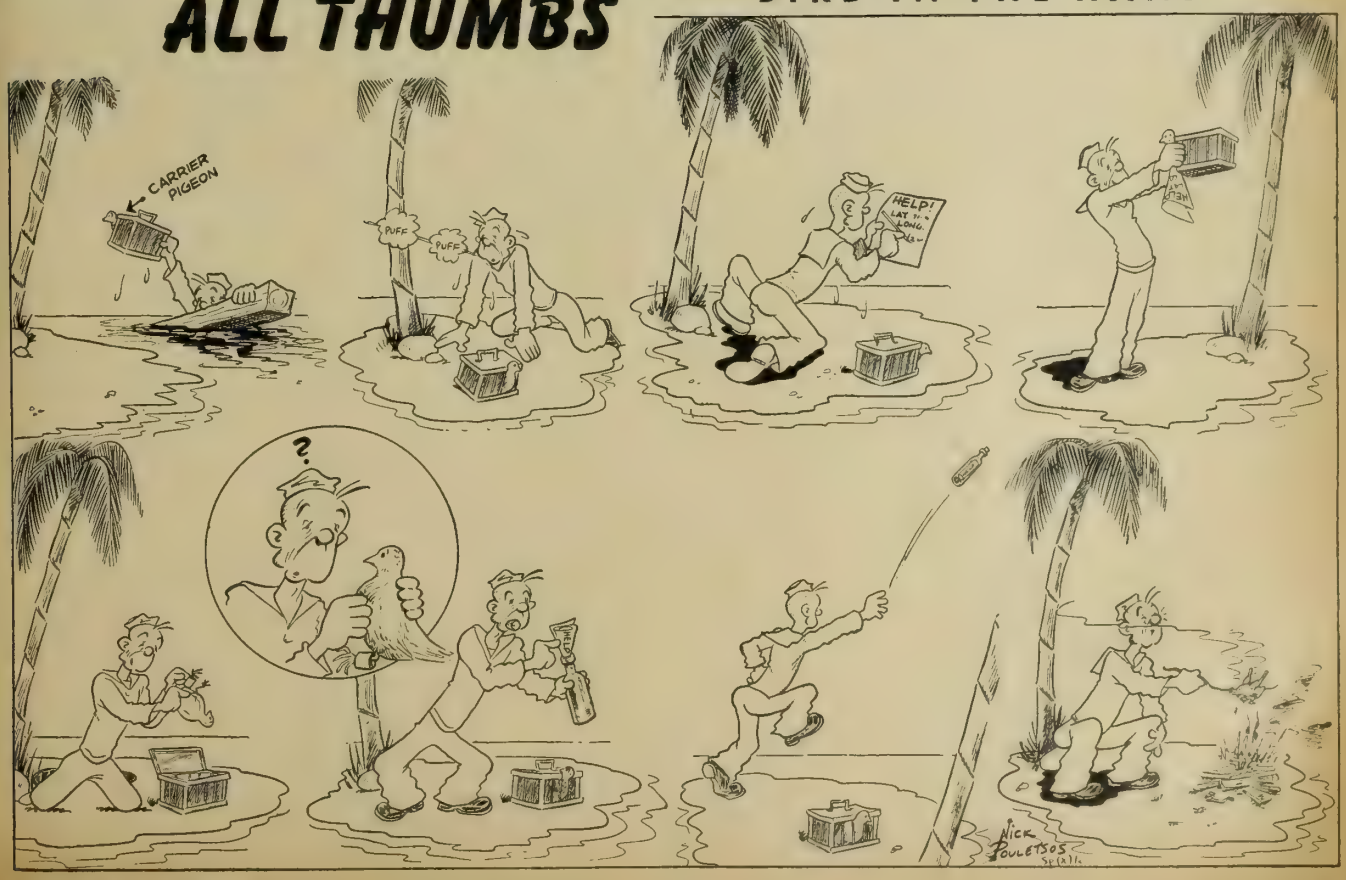
No. 345—Announces changes in the point system. See p. 64.

No. 346—Announces Navy promotional policy. See p. 71.

No. 347—Changes air travel allowances. See p. 66.

ALL THUMBS

BIRD IN THE HAND



FANTAIL FORUM

QUESTION: Are you worried about returning to civilian life?

John Powell, RM2c, San Angelo, Tex.: "Yes, I am worried — very much so. When you're in the Navy you don't have to worry about anything except what your rate calls for. But when you get out you've got all sorts of responsibilities. Then I'm worried about whether I'll get a fair chance with everyone else—that's all I want. I'm not asking any favors. And there's one other thing that bothers me. In the Navy, wherever I was I had friends—good friends. Once I get out I think I'll miss that companionship and feel all alone."

Ronald B. Platt, PhM1c, Saratoga Springs, N. Y.: I'm not very much worried about getting a job. I've always managed to get one before and I'm not bothered about other guys getting a headstart. But what does worry me a little is what will be happening a few years from now. I don't like the idea of getting a job again and getting started and then getting slapped around by another depression."

William A. Owens, S1c, Washington, D. C.: "I want to return to school and study electronics and television when I get out. But even so, I'm a little worried about whether I'll be able to concentrate on my studies again. I figure it may be easier to study for the boys who've been going to school all along in the states. It shouldn't be tough, though, once I get back into the swing of things."

Robert Smith, S2c, Bath, N. Y.: "Brother, getting back to civilian life will be a cinch. I've got a good job waiting for me and I know I can handle it. It'll be a little funny at first being able to think for myself. But that will be the easiest adjustment I've ever made in my life and the most enjoyable one, too."

Joel C. Hadley, SF1c, Kansas City, Mo.: "I'm not worried about becoming a civilian again. I've been promised a job and I've profited by being in the Navy. For one thing, I've learned quite a bit about metal work. But what's more important for me is that I've learned to meet people and talk to people. I used to be pretty bashful when I first came into the Navy. I'm not any more. I guess, when you add it all up, I've gained a lot from the Navy because I now know more about my civilian business and I can sell myself a lot better than I used to."

Kyle Galloway, F1c, Brevard, N. C.: "I've thought about returning to civilian life more than anything else the last couple of months and I am worried. I want a job so I can start on a future and I've got to do it now, when I'm still young. I figure to go to school for a year first and study diesel engineering. What will come after that is got me worried."

Joseph E. Johnson, Ck3c, Washington, D. C.: "Civilian life doesn't bother me much right now because I've got two more years to go in the Navy. And during that time I figure to make up my mind about whether I want to stay in the Navy, or join the Merchant Marine, or try to get a government job."

James Daw, S1c, Washington, D. C.: "I played the trumpet and accordion before I came into the Navy and can still play those instruments. By the time this is published I'll be back in civilian clothes and with my own band. I've already signed the contract. There's only one thing that worries me and that's how many more days I have to stay in the Navy—and that's a very small worry now."

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs. It therefore cannot always fully record achievements of units or individuals, and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin; followed by the initials "cum. ed," they refer to the cumulative edition of 31 Dec. 1943, which superseded all semi-monthly issues through that date; by "Jan.-July" or "July-Dec.," to the collated volumes for those six-month periods of 1944, containing all 1944 letters still in effect at the end of each of the two periods.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB., cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly.

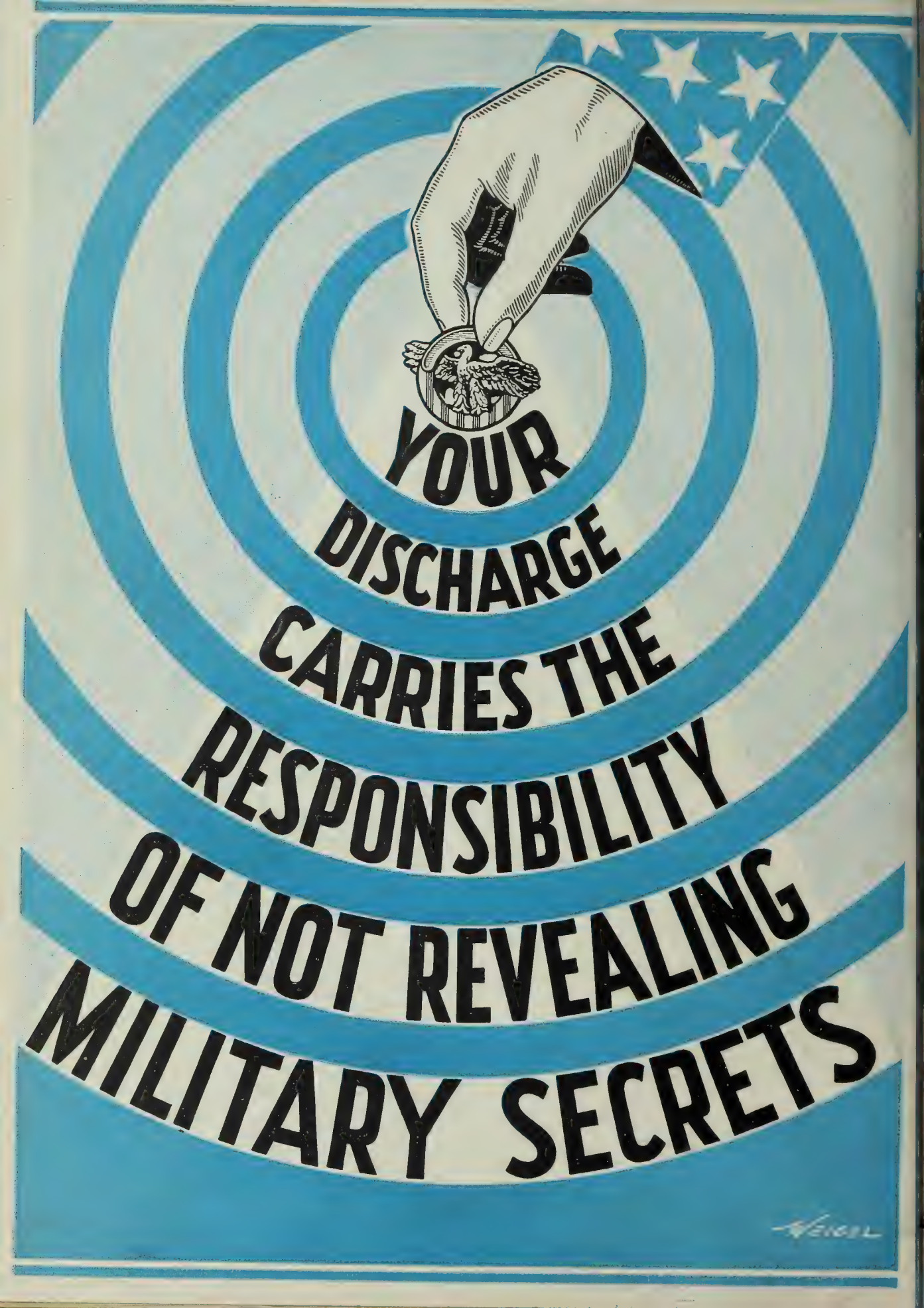
Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of four copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

At ship's stores and ship's service stores where unit packaging plan for magazines is in effect, ALL HANDS is on sale to naval personnel at 15c per copy as indicated on the cover of those issues.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

WINGS OVER FUJI


YOUR
DISCHARGE
CARRIES THE
RESPONSIBILITY
OF NOT REVEALING
MILITARY SECRETS

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

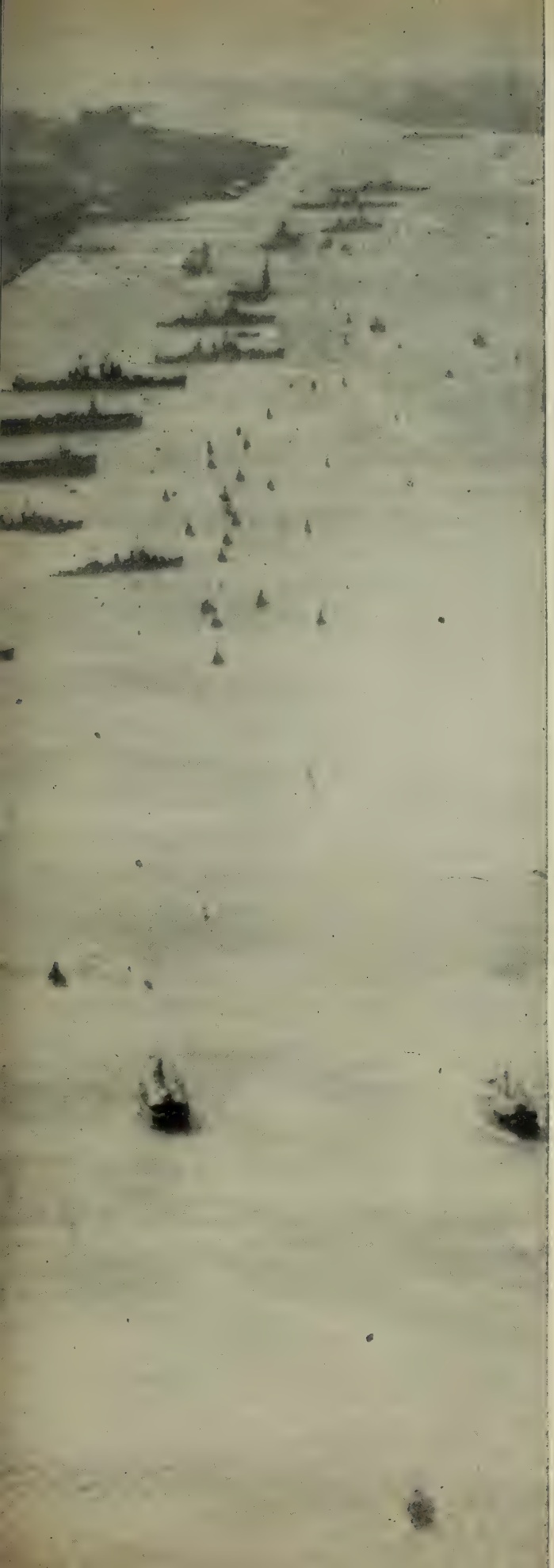
DECEMBER 1945

This magazine is intended for 10 readers. All should see it as soon as possible.

PASS THIS COPY ALONG

CHRISTMAS DREAM

PRESIDENTIAL REVIEW



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

DECEMBER 1945 NAVPERS-O NUMBER 345

VICE ADMIRAL LOUIS E. DENFELD, USN
The Chief of Naval Personnel
REAR ADMIRAL WILLIAM M. FECHTELER, USN
The Assistant Chief of Naval Personnel

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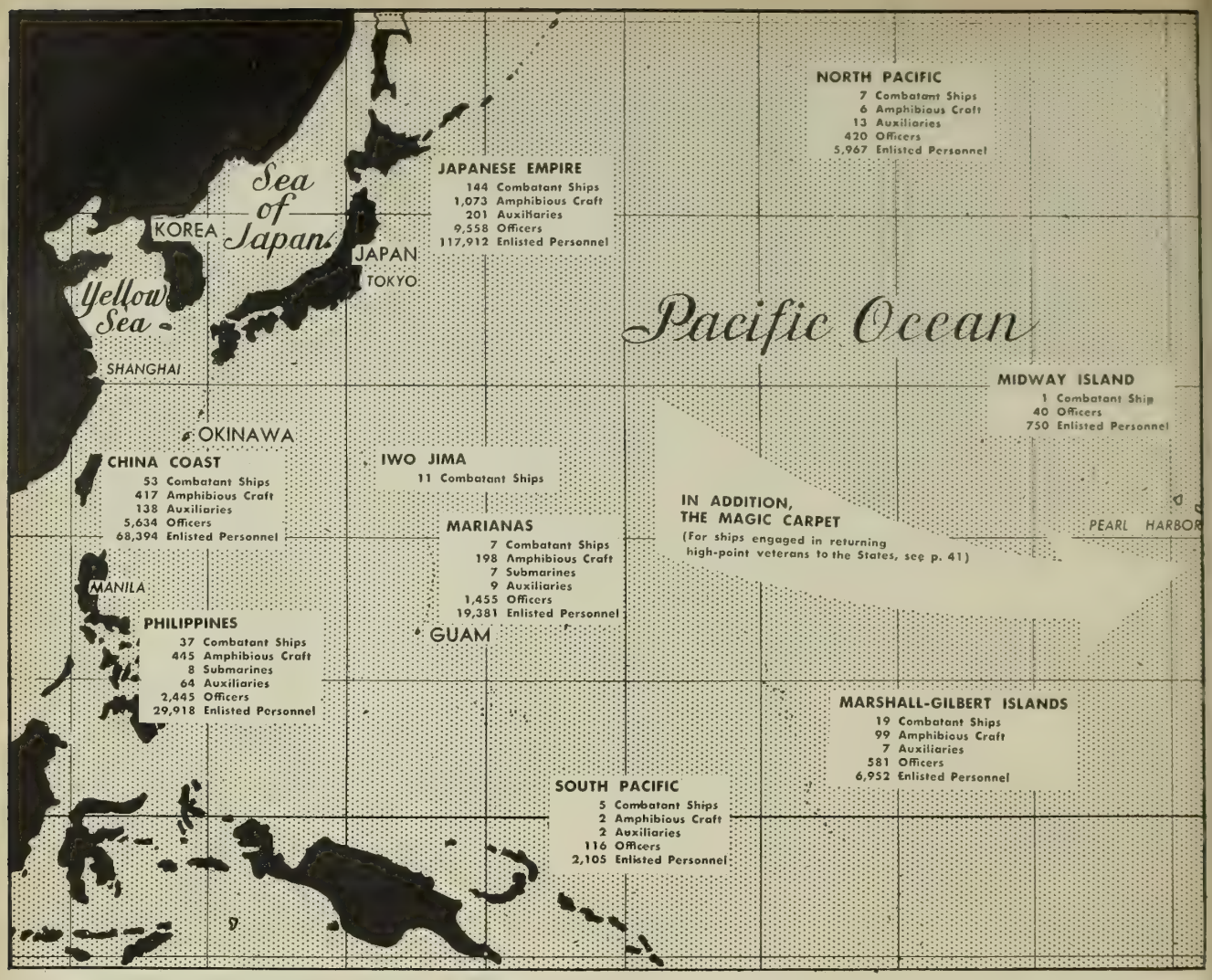
• FRONT COVER: Unfortunately not for all, but for many bluejackets this Christmas will come the realization of a haunting dream of many weary months in the Pacific: Peace, home — and his family.

• AT LEFT: Proud was the Navy and honored by the people this Navy Day, when President Truman led the nation in tribute by reviewing all types of Navy warships that had crushed the Jap Navy. As the 21-gun salute boomed over New York City, the Commander-in-Chief reviewed the ships in the North River to climax the greatest Navy Day in American history.

• INSIDE BACK COVER: The Navy is back in Shanghai and in traditional manner the Chinese bumboats sail out to greet the men who helped free them from Japanese domination — and to sell their wares.

CREDITS: Front cover, All Hands photograph by Constant; at left, photograph from Press Association, Inc.; inside back cover, official U. S. Coast Guard photograph. On pp. 40-41, all on left, official U. S. Navy photographs, on right, official U. S. Coast Guard photograph.



DISTRIBUTION of U. S. Navy ships and personnel afloat in western Pacific is shown here as of 10 November 1945.

PACIFIC FLEET TODAY

Peacetime Duties Range from Occupation to Clearing Out Mines Sown During War

Getting things squared away in the Pacific is no easy job. The following article, from Pacific Fleet headquarters, describes the present tasks and the problems those tasks create.

THE UNITED STATES Pacific Fleet is today engaged in tasks virtually as numerous and complex as those it faced during the war with Japan.

Primary job of the Fleet at this time is to assist in the execution of U. S. Government policy in the Pacific Ocean areas with special emphasis on the important task of transportation and supply of U. S. forces assigned to occupation duty in Japan and its former possessions.

A second major task of the Navy is the tremendous job of moving millions of soldiers and sailors from widely scattered ships and bases to staging areas from which they are transported on the Navy's "magic carpet" (See p. 41) to the United States.

Among the pressing problems the Fleet is handling are the following:

1. The occupation of Japan with American military forces.
2. The movement of Chinese troops into newly liberated areas.
3. Provisioning and redeployment of United States forces throughout the Orient and strategic Pacific areas.
4. Clearing rivers, bays and coastal waters of more than 100,000 mines sown during the war by Allied and Jap naval and air forces, so that these will not impede future ocean traffic.
5. Disposal of surplus U. S. government property abroad and "roll-up" of military and naval bases and installations.

A large number of combatant ships are still needed to support the occupation of the Japanese Empire and to aid in the removal from China of millions of Japanese troops. However, due to the Fleet policy of releasing ships as soon as possible, only about 260 combatant ships (battleships, carriers, cruisers, submarines, destroyers and destroyer escorts) remain of the original 800 warships in the Pacific.

While it is difficult to present figures which remain constant, the following statistics are indicative of the situation existing during the first two weeks of November.

In August there were 23 battleships in the Pacific. Of these only 8 now remain on active duty in the Pacific—7 on the West Coast, and 1, the *New Jersey*, serving as flagship for the commander of the Fifth Fleet at Tokyo. Seven of the original 23 have been sent to the Atlantic Fleet, 3 for active duty, 3 for inactive duty and 1 for decommissioning. Two more are now en route to the Atlantic via the Cape of Good Hope. The remaining 6 in the Pacific are actively engaged in the "magic carpet."

Only 6 of the original 27 large car-

riers remain on active duty in the Pacific. They are the *Shangri-la* and *Bennington* with the Third Fleet; the *Intrepid* and *Lexington* with the Fifth Fleet, and the *Antietam* and *Boxer* with the Seventh Fleet. Eleven are utilizing their great carrying capacity in the "magic carpet" while 1 has been assigned to inactive duty. Nine more have been sent to the Atlantic Fleet for inactive duty or decommissioning.

Of the original 50 cruisers, light and heavy, which saw duty in the Pacific war 32 remain on active duty in the Pacific. Nine of these were to be assigned to "magic carpet" by the end of November. Nine more are either in the Atlantic or en route there for active or inactive duty.

Twenty-two of the 65 escort carriers on active duty with the Pacific Fleet several months ago are still actively engaged in Fleet activities or are in West Coast ports for repairs. The rest have joined the "carpet."

The transfer of Pacific Fleet destroyers and destroyer escorts has also run into large figures. Less than half —127 of 300—of the destroyers on active duty in the Pacific last summer now remain. One hundred eight destroyers have already returned to the States for decommissioning and reassignment to the reserve Fleet and 65 others are en route to home ports for the same reasons.

65 DEs Remain

Three-fifths of the 340 destroyer escorts which formerly protected our convoys from submarines have already been returned to the United States and 94 more are en route. A mere 65 DEs remain behind to carry on the needed shipping checks, to deliver the mail and supplies to the various Army and Navy activities, and to aid in the Fleet operations along the China Coast and in the Jap home islands.

Amphibious craft are also very busy in the Western Pacific. LSTs and LSMs and numerous other smaller landing craft are keeping the supply lines alive between the various outlying bases, are shifting goods and men from island to island, are maintaining the flow of food and mail to our men still with the Fleet, and in addition are transporting most of the men and materials in the numerous landings in the Empire, on the China Coast, and on former Japanese-held islands. There are 548 LSTs, 358 LSMs and 1,334 other amphibious vessels carrying on this work. Amphibious commanders have orders to release these ships and the men manning them as soon as practicable, but currently the need is too great to allow more than a few to return to the States.

Some 600 ships and 37,500 officers and men of the Pacific Fleet are engaged in the largest minesweeping mission in history, an operation which spreads over the Pacific from the Marshall-Gilberts Islands to the home waters of Japan and the East China Sea. There are some 100 Japanese minesweeps aiding the U. S. Navy in clearing the estimated 115,000 mines in Japanese-Chinese waters, but it is the U. S. Navy's job alone to clear the Marshall and Gilbert Island area, the Palaus, the Philippines and the South Pacific, the latter in conjunction with the British Navy.

Ninety-seven percent of the minesweep officers are reserves, and despite the fact that there has been a 25 percent reduction in the authorized complement of minecraft, many officers and men will have to remain past their normal demobilization time to carry on this needed sweeping job.

Submarines, on the other hand, are constructed for offensive warfare and cannot be profitably employed in the immediate problems of demobilization. One hundred forty-eight of the subs have been sent to the U. S. for decommissioning or transfer to the reserve Fleets, while two-thirds of the submarine personnel have been sent back to the States for demobilization or leaves. There are now only 24 submarines outside the U. S., 9 at Pearl Harbor, 7 at Guam and 8 in Subic Bay in the Philippines. Eventually 39 subs will be on duty in the Pacific Fleet, but all of those to be so placed are now back in the States and their personnel on leave. When they return, they will relieve the 24 now in the Pacific.

In addition to the combatant ships there are more than 700 auxiliaries in the Pacific Fleet. They include ammunition ships which are redistributing the vast stores of munitions in preparation for peacetime operations; stores-issuing vessels and "reefer" or refrigerator ships supplying the still large numbers of men on the various Fleet units and bases; net tenders busy undoing their work of the war years by removing the hundreds of nets which have protected our shipping in our harbors; floating drydocks still engaged in repairing the casualties of the last few months of bitter fighting, and seaplane tenders.

For efficient peacetime operation the Navy plans to abandon numerous bases (See p. 4) throughout the Pacific and cut down those remaining. Consequently, on large Fleet bases such as Guam as well as on the smallest aerological stations surpluses of material are becoming evident.

Falling to the lot of the service forces of the Pacific Fleet and their cargo ships is the job of the redistribution, preservation and disposal of millions of dollars worth of material and equipment. Under the supervision of the Army and Navy Liquidation Commission (an agency of the State Department) it is the Navy's obligation to insure a maximum return to the American taxpayer on this large quantity of material.

There are three types of material which must be disposed of in the "roll-up" program:

1. Material which is surplus to the needs of a certain base or area but which can profitably be sent back to the United States for resale.

2. Material which is surplus to a certain base or area but which cannot be profitably returned to the States for resale. This material will be redistributed amongst the other Navy, Army and Marine installations where it can best be utilized.

3. Material which is surplus but is needed neither by the markets in the States nor by the other armed services. This material will be either sold to foreign governments or abandoned according to the rulings of the Liquidation Commission.

An example of how the roll-up program works is furnished by Ulithi Atoll, 350 miles southwest of Guam. Formerly a large Fleet anchorage and supply base, Ulithi is now being abandoned by the Navy. There are an estimated 42,000 measurement tons of usable material on Ulithi—enough cargo to fill 5 Liberty ships.

Local Board to Act

A local board will be set up to fix classification of this material in one of the above-mentioned categories and from this listing the disposition will be made and the needed shipping will be arranged.

As far as it is practicable all sales to foreign governments are being made on the "as is, where is" basis with the buyer supplying the shipping, but the return of valuable material to the States for resale and the redistribution of other material amongst the U. S. armed forces necessitates the use of a considerable number of U. S. cargo ships.

Of the 15 hospital ships, 7 are remaining with the various Pacific Fleet units, caring for Fleet personnel at points where shore facilities are not available. The remaining 8 hospital ships are engaged in taking home the wounded and sick.

There are now approximately 765,000 officers and men manning Fleet units today as compared with the 1,015,000 who were aboard Navy ships in the Pacific 2 months ago. Demobilization of high point veterans, recommissioning of ships, and the establishment of decreased peacetime complements for each type of vessel all contributed towards making it possible to return a new high of 153,593 shore-based and afloat veterans during the month of October.

Priority Jobs

Warning that the Navy's job in the Pacific did not end with the surrender of Japan, Fleet Admiral Chester W. Nimitz, USN, in a personal message last month to naval personnel in the Pacific declared the naval service still has many obligations to the Nation—obligations which must be given priority over demobilization.

Admiral Nimitz

The tasks ahead, he said, are those involved in "the occupation of the Empire and its possessions, the return to the United States of hospital patients, repatriated prisoners of war, and high point personnel in the armed forces."

Official U. S. Navy photographs

UNCLE SAM'S huge advanced base at Guam boasted this supply depot of 451 quonsets, covering 6,384 acres.

SPRINGBOARD TO VICTORY

Our Advanced Base System Developed in This War Proved Potent Weapon in Trek to Tokyo

ONE OF THE greatest weapons in the long trek to Tokyo, the Navy's advanced base system, is now being partially rolled up.

The operation is proceeding so quickly, in fact, that one day after Admiral Nimitz' triumphal reception on Nimitz Day in Washington, Under Secretary of the Navy Artemus L. Gates told a news conference:

"Admiral Nimitz reports that they are rolling up bases and releasing ships faster than planned, and as a result a reduction in critical scores for both officers and enlisted men may be speeded up."

Some of the facts behind this:

As of a month or so ago, only 60% of the Navy's Pacific bases were classified as still "in operation." . . . and only 13% of the Atlantic bases. In each theater, 32% of all bases had already been disestablished or abandoned. And the process is still going on.

Not all will be disestablished, by any means. The Navy has plans for a continuing advanced base system after the war, to insure peace and provide support bases for its ships and planes. These will in due time come up before Congress for approval.

The value of the advanced base had been proven more than adequately during the war. It was such a logical weapon, in fact, that most people were not aware that it was a *new* one—that we had not had anything quite like it before. Admiral Nimitz has called it "the Navy's secret weapon."

Even in the first World War, when Navy ships were a familiar sight in the ports of England, Ireland, France and Italy, there was nothing that approached the present advanced base system, for then we were just using "parking space" in the harbors and bases of other powers, and we weren't mounting any grand-scale amphibious operations such as those that marked the advance through the Pacific. As a matter of record, there were fewer ships of all types in European waters at the end of World War I, than there were bases established in this war.

The first war's bases differed not only in size and scope, but also in purpose and strategy. Brest was HQ for U. S. patrol squadrons operating in European waters. Queenstown was a base for U. S. antisubmarine activity. Berehaven kept its three U. S. battleships in readiness for a possible raid by German battle cruisers against troop convoys (the Germans decided not to risk it). Cardiff was a base for

American cross-channel fleet vessels.

Even as late as 1940 the Navy had no advanced bases as such. Since then, more than 400 have been built in the Atlantic and Pacific areas. They range from radio stations to the vast fleet and aviation establishment at Guam, three times as large as the whole District of Columbia and with a population as great as that of such American cities as Schenectady, N. Y. or Wichita, Kans.

Their wartime function is a simply stated one: to maintain the fleet in the advanced areas where there was fighting to be done.

Their main activities are six:

- to keep the fleet at sea;
- to provide anchorage and assembly points;
- to make routine, emergency and major repairs;
- to provide defensive and offensive air support;
- to provide recreation and welfare for both base and fleet personnel, and
- to provide hospital facilities.

To do this, the advanced base has to stock fuel oil, aviation gas, ships' stores, ammunition, food, medical supplies and a host of other material in order to supply the ships, planes and men we needed to maintain a force superior to any that the Japanese could put into the area.

Far out in the Pacific there are bases with repair facilities greater than those at prewar Pearl Harbor. The damage that can now often be repaired at an advance base previously meant a patching up and a long trip back to a continental Navy Yard.

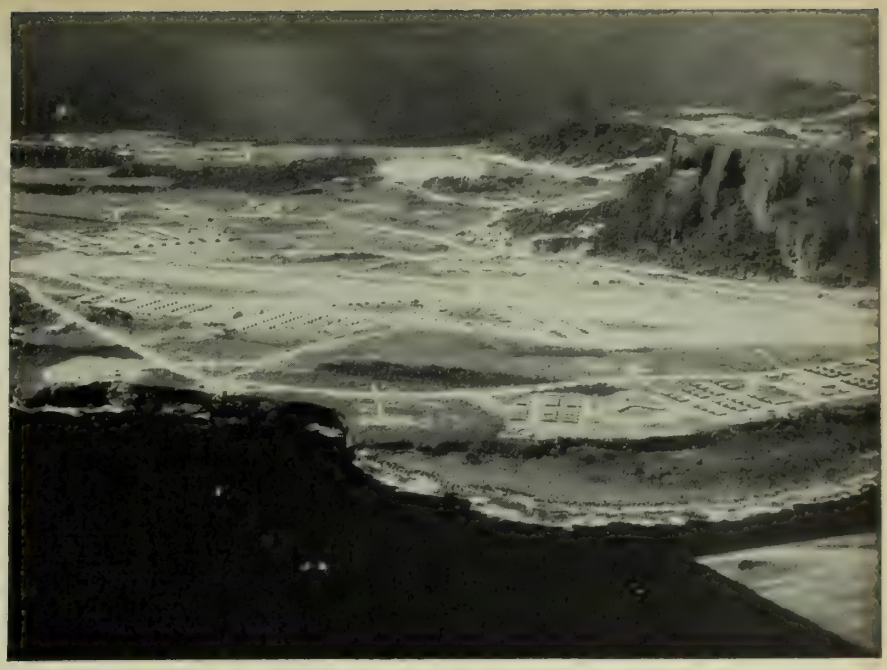
The advanced base must also protect itself and do its own housekeeping. Security requires constant air patrol far out to sea. Protection requires complicated installations of harbor defenses, including guns, radar, nets, and possibly defensive mines.

To do its military job, and provide housing and services for its base personnel, the advanced base must duplicate the facilities of a good-sized industrial city. There are prefabricated steel quonset huts by the hundred, messhalls and galleys, hospitals, barber, tailor and cobbler shops, movie theaters, churches and athletic fields. Some bases are able to handle more than 15,000 men at one time on their athletic fields and in their rest and recreational centers.

Because of the constant danger of enemy air attack, most of the bases had to disperse their facilities as much as the land permitted. In some cases this meant the construction of hundreds of roads and telephone lines over some of the most impassable terrain in the world.

Despite all this, bases have been built from scratch in a few months on islands where before there were only jungles, swamps, mountains, hard coral, insects and a fine ocean view.

There were no such bases at all in the Pacific on 7 Dec 1941, except for Pearl Harbor itself, some subsidiary naval activities on the more important of the Hawaiian Islands, Cavite in the Philippines, several locations in Alaska, and some minor installations built in 1941, when the war clouds started to gather, on Midway, Palmyra and Johnston Islands. Midway was at first just a naval air station; later a submarine base was built. Palmyra and Johnston were air stations for patrol of large stretches of ocean that could not be covered by fleet surface units.



NAVAL AIR BASES were built at many outlying points to speed victory. Here's Marpi Point, Saipan. Note cliffs where many Japs leaped to death.

WAR RUNS ON SUPPLIES and the advanced bases provide them. As much as 200,000 tons of stores were issued monthly from naval depot at Guam.

The 3-Pronged Drive

Strategy in the Pacific determined the plans for our advanced base system, following the pattern of a three-pronged drive.

- *The main push* began at Pearl Harbor, extended westward across the Central Pacific through the Marshalls and Gilberts, the Marianas, the Carolines and Ryukyus to Okinawa.
- *The southern advance* rolled from Palmyra and Samoa on the east and Australia on the west through the Solomons, New Guinea, the Admiralties and Palaus to the Philippines.
- *The northern prong* ran from Dutch Harbor through the Aleutians to Adak.

Along these various prongs key bases were established for particular missions. In the early phases of the war the bases built up in the south—Bora Bora, Tongatabou, Noumea and Darwin, which were outside the perimeter of Japanese penetration—were

used as supply collection points, service points for the fleets of freighters, and primarily to bring our supplies closer to the field of action. This was also true of bases built in the Alaskan group—Adak, Unalaska, Kodiak. But in addition these latter bases also had a mission of patrol and defense, so in addition to supply and staging, they had to be equipped for active patrol and combat. Airfields had to be set up and equipped with radar to detect approaching enemy; loran stations were set up to guide aircraft and ships through the perpetual fogs in that area.

The central group of bases, including Midway, the Marshalls, the Marianas, Palau, the Philippines and the Ryukyus, was laboriously built to supply the fleet, furnish air support, repair and maintain the forces afloat and in the air, and serve as staging area for personnel and equipment moving forward. Scores of battle-damaged ships were saved the long trip back to the States or to Pearl due to the ability of these bases to repair them near the scene of battle.

Fighting With Your Head

In the early days, the rear bases that were used to stage and mount our assault troops were put together as best they could be with material on hand. Area commanders would order individual items—tents, quonset huts, cement, lumber, tractors, bulldozers—as they were needed, and then the Navy's procurement beagles would turn to and secure what was wanted —or the nearest thing to it.

Gradually, time and experience showed the need for a better system than this, and some typical U. S. headwork provided the answer: preformed, tailor-made units composed of material and men equipped and trained to do a specific job wherever and whenever required of them. As new areas were opened up, assemblies were built up ahead of time, consisting of complete tactical units of men and material, ready to move to the forward areas as the needs of war demanded.

This keystone of the Navy's advanced base planning was known as the functional component system, and it was as much of a new type weapon in its way as radar, or the variable time fuze, or the atomic bomb. It licked a supply problem in a war that was largely a matter of logistics.

In the beginning, an area commander who wanted a ship-repair facility at his base used to have to order *item by item* the material required for his hull-repair equipment, his boiler and shipfitter shop, foundry and blacksmith shop, sheet metal shop, cooperage, pipe and welding shop, machine shop, internal combustion engine shop, radio, radar and sonar shop, carpenter and patternmaker shop, electrical and refrigeration shop, canvas and gas mask shop, gyrocompass repair kit and tools, his spares, parts, tools and books.

Then he had to figure out his housing, his utilities, water, heat and power, his waterfront structure, pontoons and transportation equipment, his construction materials, cranes, hoists, lumber, cement and hardware. He had to figure also how many men would be needed in each shop and how many officers to guide them.

Under the functional component system, his order would simply read: "Send me one 'X2' component." And it would arrive tailor-made . . . a total of some 7,500 measurement tons of material, 22 officers and 720 men.

Or: one ship-repair component.

One self-sustaining standard advanced base unit includes the components of a major all-purpose base, capable of major ship repairs and with enough supplies to maintain itself 90 days, or until a flow of supplies can be started from the States to support it. It includes over 13,000 item groups, and more than 375,000 items, and with it would come 8,692 men, all prepared to take over their specific jobs. The unit would even arrive in several echelons, with first things needed coming first.

The Lion and the Cub

Because a ship-repair component can't operate without a hospital, a messhall, a supply depot and such, these components, too, are formed into groups comprising a complete base built for a specific purpose and capable of self-support. Types:

- A *Lion*, largest of the groups, consists of all the personnel and material needed to establish a major all-purpose base, and includes 66 separate types of functional components. It's a city in itself.
- A *Cub* is a medium-sized advanced fuel and supply depot.
- An *Acorn* is an advanced air base.
- A *Gropac* can operate harbor and waterfront facilities.

Since these are all composed of individual components, an area commander may add or subtract in order to tailor the finished product to his particular needs.

Lead Time

To have these items available at the time and place when and where the area commander will need them, "lead time" (meaning the amount of time you have to allow in advance in order to get an item on a certain date) has to be considered. Even though all the necessary raw materials are in the United States, it takes time to convert them into machines and equipment. For instance, laboratory equipment had to be ordered six months in advance; pontoons, 10 months; small boats, 12 months; quonset huts, 14

SUPPLY SHIPS, like this AKS loading at Guam, were used to carry 'supermarket' service to fleet units at sea.

THIS GAS PLANT manufactured gas for Pacific forces, freeing three ships a month to carry other supplies.

MANPOWER is needed to run bases. Part of Guam's 299 officers, 8,000 men assemble at morning muster.

FAST ROADBUILDING got bases into operation; here crushed coral on steel mats does the trick in double time.

months; degaussing equipment, 16 months; generators, 18 months.

In addition, components required men with special rates and specialized training. Planning had to consider when these men would be ready. An almost unbelievably complex and detailed job of long-range planning and training had to be accomplished with guaranteed accuracy.

When people at home read that such-and-such an island had been taken and was now secured and ready to operate as an advanced base, they had little idea what an investment it took in ships, men and equipment.

For instance, to establish the beachhead on Okinawa on invasion day called for more than 1,400 ships, of which almost 350 were combatant vessels, including 40 carriers, 21 battleships, 24 cruisers and 180 destroyers.

The cost of building the ships engaged in the initial assault and landing is estimated at $7,800,000,000. And add an additional billion for the cost of aircraft and consumable supplies and equipment and for the training of the personnel involved.

Freight Trains at Sea

The task force ships were loaded with the equivalent of 1,500 freight cars of ammunition, while the food on board would provide the entire population of Vermont and Wyoming with three meals a day for 15 days.

Medical supplies were sufficient to provide 60 days of treatment for the entire population of Columbus, Ohio. More than 600.000,000 gallons of fuel oil were needed to move the amphibious forces to their objective.

Plans made before the surrender of Japan called for 1,500,000 measurement tons of gear and supplies as well as 90,000 shore-based personnel for the initial establishment of the base at Okinawa. And initial establishment is just the start. Maintenance is an even greater problem. For example, 15 months after the establishment of Manus, the *maintenance* volume was 4½ times the *initial* tonnage.

Where the Bases Were

Here's a line-up of the total number of bases that have been established in each of the principal theaters and areas of war:

Pacific Theater	
Hawaiian and Line Islands	38
South Pacific	25
Southeast Pacific	10
Aleutians and Alaska	46
Australia and New Guinea	46
Gilberts and Marshalls	10
Marianas and Western Carolines	7
Philippines	11
Ryukyus	2
Indian Ocean and Near East	11
Total, Pacific	206

Atlantic Theater	
North Atlantic	18
Panama, Gulf and Caribbean	67
South Atlantic	25
North Africa and Mediterranean	55
Great Britain, France and Germany	63
Total, Atlantic	228
Grand Total	**434**

Not all these bases existed at any one time, as the policy has been followed of closing up facilities no longer needed to support the war.

After Japan was beaten, the process of the advanced bases went into reverse. Only one-eighth of the Atlantic bases are still in operation, only three-fifths of the Pacific ones. Already a third of the Pacific bases have been disestablished or abandoned; another 12 percent are in reduced status, and about one-half of one percent in caretaker status. One percent have been transferred to other powers or to the Army.

Once an outfit receives its homeward orders, the process of disestablishing a base is not one to be lingered over. Bizerte, Tunisia, for example, was a large and important base. It was literally the "alligator's nest" from which swarms of amphibious craft sailed for Mediterranean assaults. Yet it was almost entirely disestablished in a very short time.

The extent of disestablishment of our many far-flung bases is dependent on many factors, not the least of which is national policy.

In the European area, with a few exceptions, bases have been removed almost without trace.

The Pacific area presents an entirely different problem. With the Navy's large-scale demobilization problem, only the main fleet bases can be preserved in anything approximating wartime status.

Future Bases

In testifying before the House Naval Affairs Committee on this point, Secretary of the Navy Forrestal said:

"We propose *major* bases at Kodiak and Adak in the Aleutians; Hawaii; Balboa in the Canal Zone; Guam, Saipan and Tinian in the Marianas; the Bonin-Volcano Islands; perhaps the Ryukyus; Manus in the Admiralties (if Australia will grant us the right to a base there); and the Philippines.

"In the Atlantic we suggest major installations at Argentia in Newfoundland, Bermuda, San Juan, Guantanamo Bay, Coco Solo, and Trinidad."

Meanwhile, unit by unit the bases which are not needed will be decelerated in activity and pygmied in size, although skeleton caretaker forces will generally remain—whether Army, Navy, Marine, Coast Guard or civilian guards—to insure that, pending legislation, the United States will at least have a beat for its policemen of peace should the need for them ever arise again.

NAVY 'TASK FORCE' secretly trained and equipped Chinese guerrillas for special missions against Japs in China.

Bold Navy Teams Aid Chinese Guerrillas Conduct Secret War Behind Enemy Lines

ANOTHER "now it can be told" story—one of the best-kept secrets of the Pacific war—came out last month when it was revealed that a U. S. naval group had been operating with Chinese guerrillas behind the Jap lines in China. Their combined efforts, the Navy disclosed, had been a vital factor in the smashing blows of the Pacific Fleet against Jap-held islands, the Jap Navy and, finally, Japan itself.

How Navy, Marine Corps and Coast Guard men teamed up with Chinese fighters was not a story that could be told even when V-J Day came because so many of the members were in parts of China still dominated by Japanese troops. Now that the Japs have been rounded up and disarmed, the U. S. Navy and the Chinese Government have felt it safe to lift the curtain on "SACO," the Sino-American Cooperative Organization, which brought essential information to the Allies and death to the Japs.

Among other little jobs, SACO (pronounced "Socko") had:

- set up weather, communications and intelligence stations behind the Jap lines.
- supplied information from inside China for the prowling U. S. Fleet and for U. S. submarines just off the coast.
- put the finger on strategic targets for our air forces.
- provided air-ground communication against advancing Jap troops.
- aided aerial mining of enemy-controlled waters.
- rescued 76 Allied pilots and aircrewmen.
- killed, in one 13-month period, more than 23,000 Japanese.

Secret of SACO's amazing military achievement was the natural friendship between Americans and Chinese and their mutual determination to defeat their common enemy. In fact, SACO became known in military talk as Friendship Project and "Friendship" was the code name that protected its members.

Shortly after Pearl Harbor, the U. S. Navy and the National Military Council of China began laying their foundations for offensive action against Japan. They decided to establish a weather service in strategic locations throughout China including the Jap-held areas, from which the weather comes on its way across China and Japan into the Pacific.

To cooperate with the Americans on this venture, Generalissimo Chiang Kai-shek assigned his Bureau of Investigation and Statistics of the National Military Council, which was to provide forces and facilities needed in China. For the U. S., Admiral King and General Marshall, Navy and Army leaders, assigned Rear Admiral (then Commander) M. E. Miles, USN, who was to work out the arrangements and head the American participation.

With this help from the Chinese Government, our fleet was already getting regular weather reports from occupied areas in the Far East by the end of 1942. The success of this opened up some other possibilities, valuable both to us and to the Chinese.

The Navy found that the weather service could be readily expanded to

provide coastal intelligence on Jap shipping movements. The Chinese adapted it to increase their sources of general information on Jap operations.

The Chinese provided substantial undercover forces to protect the American observers. The Navy, using Marine Corps and Coast Guard personnel also, gave these men training and equipment, and they became the best organized and most effective of all Chinese guerrillas fighting the Japs.

Army cooperation, including air transport from India over the 'Hump,' benefitted Friendship Project from the start. OSS—the Office of Strategic Services—also contributed greatly, especially in assigning particularly well-qualified personnel for the operation and in establishing special training courses to augment the normal naval training of candidates for duty with the project.

U. S.-China Teamwork

As this unique Chinese-American project grew and its activities expanded, there developed a need for substantial and dependable logistics support. To arrange for this, the responsible heads, General Tai Li and Admiral Miles, made proposals which were incorporated in a formal agreement signed by Foreign Minister T. V. Soong (now Premier) and the late Secretary of the Navy Frank Knox, and approved by the Generalissimo and the late President Roosevelt.

This agreement created SACO and under it China and the United States operated what is probably the most closely integrated Allied organization that ever surmounted a language barrier.

Chinese and Americans lived, worked and fought side by side, getting out the information which our ships and subs needed. Individual units set up weather, communications and intelligence stations all the way from the borders of Indochina to the northern reaches of the Gobi desert, with most of the activity concentrated along the China coast behind the north-south Japanese lines.

SACO Americans became adept at Chinese disguises, and, guided by SACO Chinese, slipped safely through enemy lines time and again. Not one SACO member was ever detected.

Fleet operations in the western Pacific made the most of China weather reports, especially in planning and executing hazardous carrier strikes despite the treacherous weather conditions prevailing near Formosa and the Jap home islands.

SACO coast watchers aided the sub campaign against Jap shipping, providing the information which enabled U. S. undersea craft to intercept and destroy Japan's seaborne lifeline. They also aided the 14th Air Force, reporting not only Japanese shipping but troop movements, supply concentrations, airfield developments, bridges and other strategic targets which hard-hitting Army flyers promptly attacked.

In addition, all SACO intelligence and weather reports were sent promptly to Chinese and American army headquarters.

How SACO Socked 'Em

Some examples of how SACO worked in various ways against the enemy:

• During the critical Japanese drive on Kweilin in August 1944, when Maj. Gen. Claire L. Chennault's planes were having difficulty locating enemy columns advancing through rugged terrain northeast of the city, Lt. Stanley E. McCaffrey, USNR, a SACO officer attached to the 14th Air Force, joined front-line Chinese forces, established air-ground communications, and stuck to his post only a few hundred yards from the enemy for 19 days despite injury from the constant mortar and artillery fire. A 14th AAF officer reported, "It was as if our planes were being led by the hand." For his feat of bravery and endurance, which aided the Army flyers in killing 3,000 Japs and knocking out eleven 75-mm. guns, Lt. McCaffrey received the Army Bronze Star.

• Sparked by Naval Group China, which provided trained mine-warfare officers, the 14th AAF began aerial mining of enemy-controlled waters as early as October 1943. SACO forces furnished intelligence for Gen. Chennault's Liberators to plant mines along coast shipping routes, in Jap-held harbors and on the vital inland water routes of the Yangtze river. Thousands of tons of enemy shipping were sunk, transportation routes were paralyzed and ports were closed for weeks while the frantic Japs tried to clear them of mines.

• As a result of this aerial mining and of the alertness of the many SACO coast watchers, the Japs shifted their shipping routes further out to sea—where they promptly fell prey to U. S. submarines.

• Chinese guerrillas, trained and armed by the Navy, formed demolition squads that killed Japanese, blew up trains, and destroyed or captured huge quantities of enemy material and equipment.

• Using ambushes and raids on outposts, patrols and garrisons, SACO-trained guerrillas struck at roving Japs out on the search for food in rural areas. By repeatedly wiping out these foraging groups, the guerrillas cut enemy food supplies and made the Japanese afraid to come out from their strongholds except in force. In some areas this guerrilla pressure was so great that Japanese soldiers were

CARE AND FEEDING of Yankee machines, especially the jeep, was popular subject with Chinese guerrillas.

GUERRILLA SCHOOL offered variety of instruction. These SACO students are learning veterinary medicine.

Official U. S. Navy photographs

WEATHER INFORMATION forwarded by SACO guided fleet and air strikes on Formosa and Jap homeland.

DEMOLITION was a major activity of SACO units. Class above is being taught to pack 'lunch box bomb'.

weakened seriously by starvation diets.

• SACO-trained sabotage experts did wholesale destruction to barracks, assembly halls, storage dumps and warehouses, anchored Japanese vessels and small craft. One unit of Chinese and Americans early this year attacked a 1,000-ton freighter docked in Amoy, used delayed charges to kill or injure all personnel aboard, destroyed the freighter and threw the Amoy area into confusion.

• From 1 June 1944 to 1 July 1945, SACO guerrillas killed 23,540 Japs, wounded 9,166 and captured 291. They destroyed 209 bridges, 84 locomotives, 141 ships and river craft, and 97 depots and warehouses.

Killing 3 for 1

The score wasn't always that lucky. In the early days of the war Chinese guerrillas were losing in combat approximately three men for every Jap killed. But SACO-trained guerrillas promptly increased the toll of Jap losses, and in 1945 had reversed the ratio. This year they killed more than 2.000 Japs a month at a cost of less than one Chinese for three Japs.

SACO activities have been inspected in recent months by Generalissimo Chiang Kai-shek, U. S. Ambassador Patrick J. Hurley and Lt. Gen. Albert Wedemeyer, the Generalissimos' chief of staff and commander of all U. S. forces in the China theater.

SACO troops were prominent in the liberation of Foochow and Wenchow, and some SACO units, including several Chinese naval officers, were trained in the U. S. for amphibious work and captured and occupied several of the smaller Jap-held islands along the China coast.

To keep the Japs and their puppets from infiltrating into Free China, SACO Chinese stressed assistance in identification and security. Aided by the FBI and the Federal Bureau of Narcotics, the Navy provided a training unit on this, and Coastguardsmen also taught the Chinese the handling of dogs for sentry duty and patrol work. Improvement in Chinese security was rapid.

The Navy provided medical personnel and supplies not only to care for SACO Americans but to overcome critical shortages which had handicapped the Chinese. Small hospital units were set up in some forward areas and saved the lives of many SACO men wounded in combat.

Despite operations in some of the most disease-ridden areas of the world, Navy medical officers by rigorous preventive measures maintained a high standard of health among the personnel of SACO and were able to bring modern medical care to thousands of Chinese allies who had never known it before.

Close Escapes

Working closely with other rescue agencies and loyal Chinese civilians, SACO also aided in the rescue of Allied flyers brought down in Japanese territory. Up to 1 July these included 30 pilots and 46 aircrewmen, both American and Chinese, as well as a U. S. war correspondent, Don Bell.

It was Bell who, reporting on the rescue of his party, wrote, "Imagine our gasps of amazed delight when told that there was a U. S. Naval Station just 80 li (about 27 miles) away. Here we had been shot down less than a mile from a Jap garrison, we had been shelled, we had been chased by motor boats and searched for by Jap planes less than two hours ago—and here was a man telling us that we were within a few hours of safety. We met the Navy within 24 hours. Boatswain's Mate Howard W. Tucker Jr., of West Annapolis, Md., was out looking for us. When we saw Tucker, swinging along with a tommy-gun over one shoulder and a bag of iron rations over the other—well, you can talk about a sailor's welcome, but you haven't seen anything."

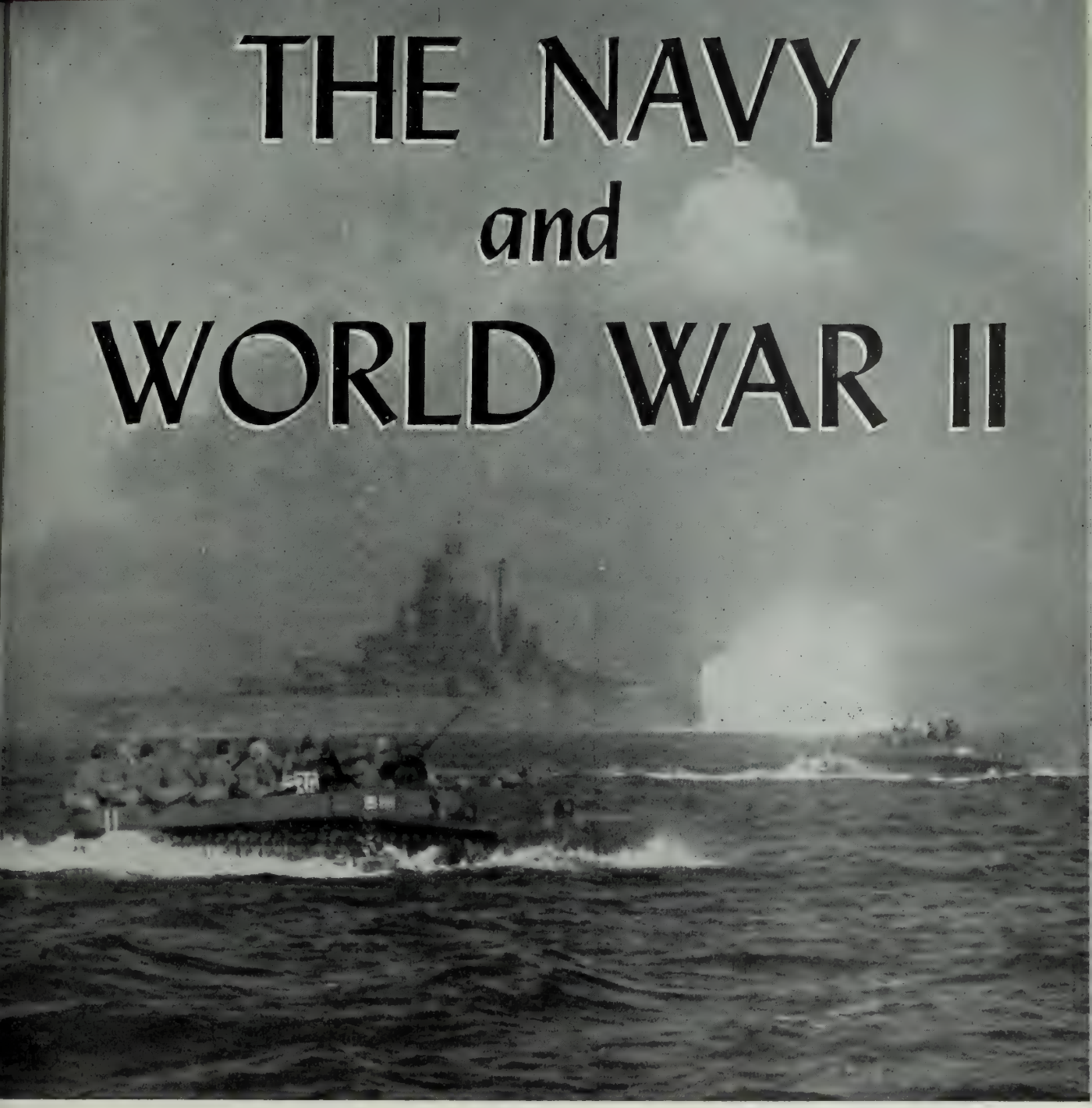
But that was typical of SACO—a good outfit to have turn up if you were an American or Chinese and in trouble—a bad outfit to run into unexpectedly if you were a Jap.

Among the close escapes experienced by SACO personnel, you can include those of the American leader, Admiral Miles, who headed all naval activities in China during the war. Admiral Miles had two earlier Asiatic tours of duty, one lasting five years (1922-27) and a second lasting three years (1936-39). A close student of affairs in Asia, he studied the Japanese language, used every opportunity for extensive travel over the continent and established many Chinese friendships.

His success with SACO led the Japanese to put a bounty of two million yen on his head, and there were numerous attempts on his life—one would-be assassin delivering leg and shoulder knife wounds. The Japs tried to get him several times during his trips to distant field units, and made several ambushes and special bombing attacks, one so nearly successful that he was again wounded.

Despite these and many other close scrapes, SACO and its work went on, to the profit of the Allied cause and the serious crippling of the Japs' aggression schemes. Chinese and Americans, working together, helped turn the Jap dream of empire into a grim No-Prosperity Sphere which was to be the final resting place for countless thousands of Japan's army, navy and merchant marine.

THE NAVY *and* WORLD WAR II



FROM THE PERSPECTIVE OF VICTORY, ALL HANDS PRESENTS A PICTORIAL REVIEW

IT WAS appropriate that World War II should have ended aboard one of America's mightiest warships. For never in the nation's history had our Navy played so crucial and tremendous a role. Never had the Navy so strongly demonstrated the Mahan credo that "upon the sea primarily must be found our power to secure our own borders and to sustain our external policy." Never had our Navy fought against greater initial odds nor attained a more glorious victory.

The attack on Pearl Harbor plunged the country into a two-ocean war with a one-ocean Navy. Our Allies were at ebb tide, our enemies at flood. Immediately confronting our Navy were the problems of delaying Japanese expansion; convoying troops and supplies virtually all over the world; fighting the submarine menace. It was a desperate holding action, a fight for the time American factories, shipyards and training centers needed to pour out the warships, planes, personnel and ammunition to fight a global war.

There had been no hesitation, however, no thought of quitting as America went to war and to work—and the "all-out" effort told. Slowly, painfully—but surely—we came back from defeat.

★ SPECIAL SECTION
WAR ANNIVERSARY

And even when the critical period had passed, the Navy still had to destroy a powerful Jap navy. For this it had to establish bases; play important parts in the greatest invasions in history aimed at three continents. In beating off the gravest threat in the nation's history the Navy expanded 30-fold in five years. Building power, speed and mobility the Navy first held off the enemy from our shores and then carried the battle to his. In effective teamwork with the Army, the Navy supplied the armed forces with muscles of chain lightning and forged the final victory.

WAR FLARED, THEN BLAZED

ETHIOPIA felt Fascist heel in middle 30s as Mussolini's legions cut loose.

TECHNICALLY the world was at peace when gaunt British Prime Minister Chamberlain returned from Munich in 1939 and promised a London crowd: "Peace in our time."

But in Berlin, Tokyo and Rome, warmongers continued building and testing elaborate war machines. And actually, war had broken out eight years earlier—when the Japs overran Manchuria — and had continued to sputter around the world while the democracies hoped for peace, struggled ineffectually to contain outbreaks by measures short of war.

First of the European powers to flaunt the withered League of Nations —already defied by Japan—was Italy. With great fanfare Il Duce's legions fell upon helpless Ethiopia in 1935. Next year, Germany followed suit, when Hitler's growing Wehrmacht goosestepped into the demilitarized Rhineland, scrapping the Locarno pact. Before the year ended fascism made another bid for power in Spain. Taking advantage of the civil war, the Germans and Italians tested planes and guns in behalf of Franco.

On the other side of the world, Japan was expanding her empire on a much larger scale, snapping up China's seaports after 1937 in what the Nips termed an "incident," and covertly fortifying bases in the Pacific. Once, in 1937, she tweaked the nose of the American Navy by firing on the gunboat *Panay*.

By 1939, the Axis powers were ready and on 1 September the Germans smashed into Poland. Two days later France and England declared war. By June 1941 German troops were in Russia and Japan had little to fear from the Soviets. With every day the United States was getting stronger, reducing the Jap advantage. But on 7 Dec 1941 the Japs struck.

SPAIN saw democracy topple as the Axis used her soil for practice.

CHINA knew war early but Jap murderers hit high gear in 1937.

WAR blazed when Nazis struck down Poland in blitzkrieg style.

FRANCE fell with Low Countries in 1940 and Hitler did victory jig.

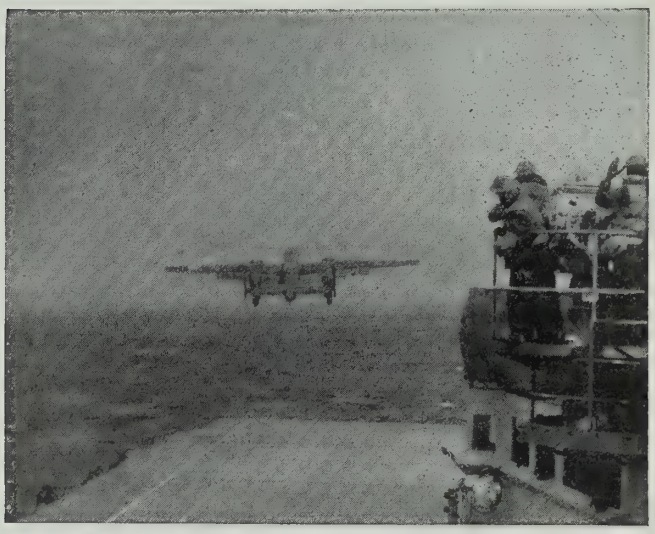
BRITAIN shook under Luftwaffe blasts, but she wouldn't give up.

RUSSIA was next as Hitler began his heralded 'Drang nach Osten'.

THEN—PEARL HARBOR blasted United States into a conflict that had become the second World War. This picture shows the USS Shaw exploding at the climax of the Jap Sunday morning attack on 7 Dec 1941.

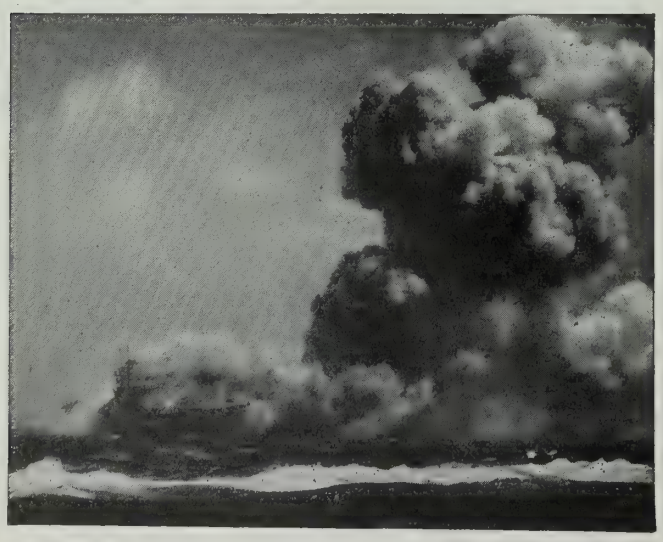
JAVA SEA campaign was costly defensive fight. This picture of British cruiser casualty was found in Tokyo.

ATLANTIC battle for sea lanes was long and grim as convoys and armed guard fought marauding U-boats.



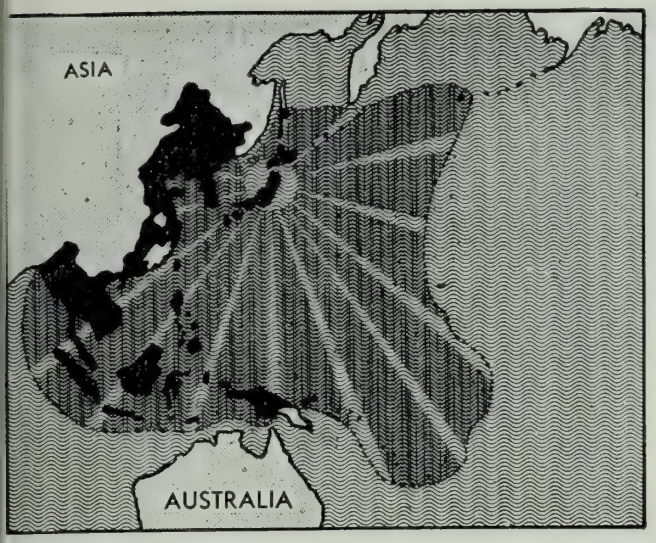
TOKYO was target for Doolittle's B-25s leaving deck of USS Hornet to repay Pearl Harbor debt to Japs.

DAUNTLESS the plane and operation. Naval fliers over Wake in one of first mid-Pacific aerial raids.

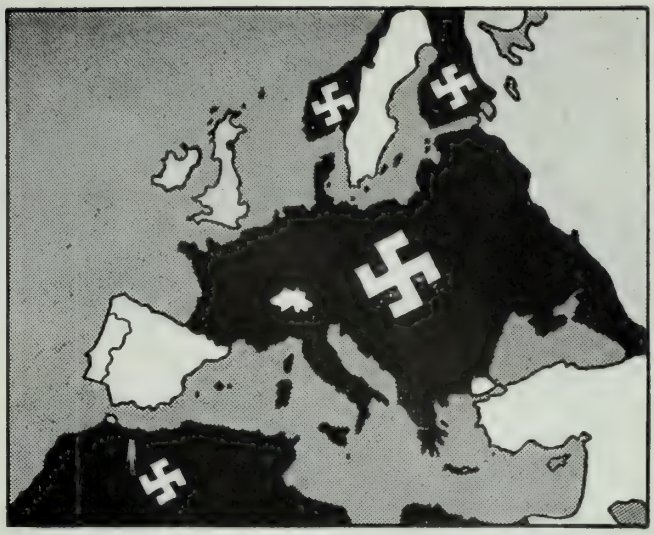


DOWN goes carrier Wasp, part of price we paid to conquer Guadalcanal on the bloody road to Japan.

TRAGIC end of carrier Lexington marred Battle of Coral Sea, but there we checked Jap aggression.



HUGE was the Japanese empire torn by conquest from unprepared peace-loving nations up to mid-1942.



HITLER'S dream of domination was almost realized as his troops neared Moscow and Alexandria in 1942.

ILL PREPARED, WE FOUGHT GRIMLY

IN VICTORY it is easy to forget we might have lost. But mere mention of the six months after Pearl Harbor brings uncomfortable memories of the tremendous early Jap advantage in the Pacific and the menace of Nazi subs off our coast in the Atlantic. This was our defensive phase, later called by Admiral King "a remarkable chapter in the history of naval warfare." It was during these months our Navy, with the British Fleet, rallied desperately to hold open the long tenuous sea lanes in both the Atlantic and Pacific.

What did America have to delay Jap expansion in the Far East after Pearl Harbor? There were Gen. MacArthur's forces stranded in the Philippines; marine garrisons at Guam and Wake; a few aviation units and our Asiatic Fleet. That fleet included the heavy cruiser *Houston*, light cruiser *Marblehead*, 13 overage destroyers, 29 submarines, 2 Catalina squadrons. This force was joined by the *Boise*—and the PTs. As the fleet bore the brunt of the Jap onrush American destroyers frequently found themselves taking on Jap cruisers. And always with the enemy was vastly superior land-based air power.

By January 1942 the Japs were well-entrenched in the Philippines and it was obvious they would reach for the rich Netherlands Indies and Borneo. American, Australian, and Dutch vessels joined forces in a vain attempt to halt the Japs in the Java Sea campaign. The odds were overwhelming and only four American destroyers of the joint force had escaped when the Japs invaded Java on 28 February.

Admiral Nimitz's Pacific Fleet sounded the rumblings of the big offensives to come when units under Admiral Halsey undertook raids on the Marshall and Gilbert Islands beginning 31 Jan 1942. Late in February came similar American naval raids on Wake and in March our warships struck at New Guinea ports of Lae and Salamaua.

But the real "shot in the arm" came on 18 April when medium Army land bombers took off from the carrier *Hornet* and bombed Tokyo.

Stung by the Doolittle raid, the Japs drove on, building bases in New Guinea, New Britain, the Solomons. They were now in a position to threaten Australia.

Then early in May, our Navy struck the blow that definitely checked the enemy advance and set the scene for possible offensive operations. This was the battle of Coral Sea, 7-8 May 1942. It was the first major naval engagement in history in which surface ships did not exchange a shot. Our price in this crucial battle was the carrier *Lexington*. But a victory for the Japs might have meant the invasion of Australia.

EXPENDABLE, plucky PTs were terriers who took on lions. PTs played big role in slowing down Japanese.

DESPERATELY our forces fought off Santa Cruz. We lost the Hornet, but crippled two Japanese flat-tops.

★ ANNIVERSARY SPECIAL SECTION

SAMPLE of Jap pasting at Midway, turning point of war, is this enemy cruiser. We hit six carriers.

GUADALCANAL, where Marines landed to begin their bloody, determined drive toward Land of Rising Sun.

THEN, GROWING POWER TOLD

AFTER the battle of Coral Sea for nearly a month brooding tension hung over the Pacific. Where, from Alaska to Midway, would the Japs strike next? Concluding the blow would come in the vicinity of Midway, the Navy deployed its strength there. On June 1942 a large enemy attack force was spotted several hundred miles southwest.

Although a few Jap planes hit Midway, American Army, Navy and Marine fliers had a field day with Jap carriers and cruisers. Japan's defeat ended the threat to Hawaii and our west coast; we could now concentrate our strength in the South Pacific.

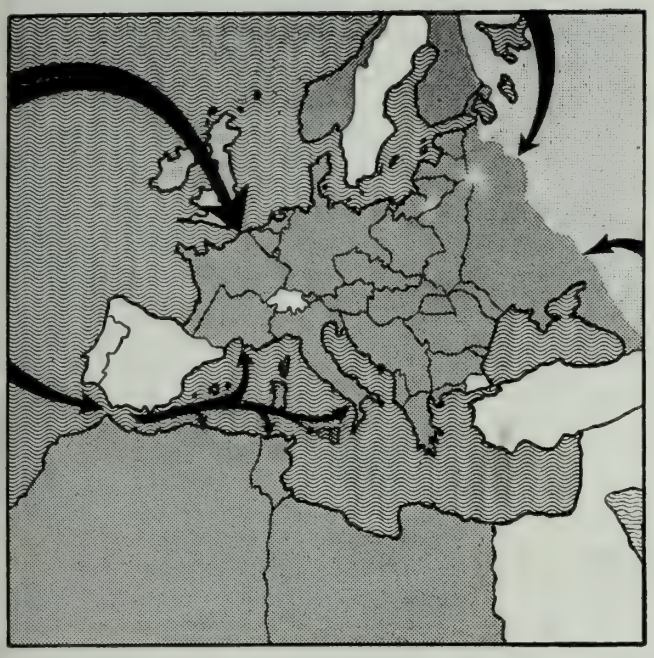
Then on 7 August came the step that was to lead us to mastery of the southwest Pacific—invasion of Guadalcanal. For three months, the First Marines, Reinforced, clung to the fever-infested jungle while the Navy did convoy duty and fought off repeated Jap naval assaults in the battles of the Eastern Solomons, Cape Esperance, Santa Cruz Island.

Despite German subs, late the same year, off the coast of Africa, the Navy massed for the war's first large-scale invasion. On 8 Nov 1942, Allied troops poured ashore from hundreds of ships, protected by the guns of American and British warships. Less than a year later, the Army having mopped up in North Africa and Sicily, the Navy assembled once more—and on 3 Sept 1943 the Allies invaded Italy.

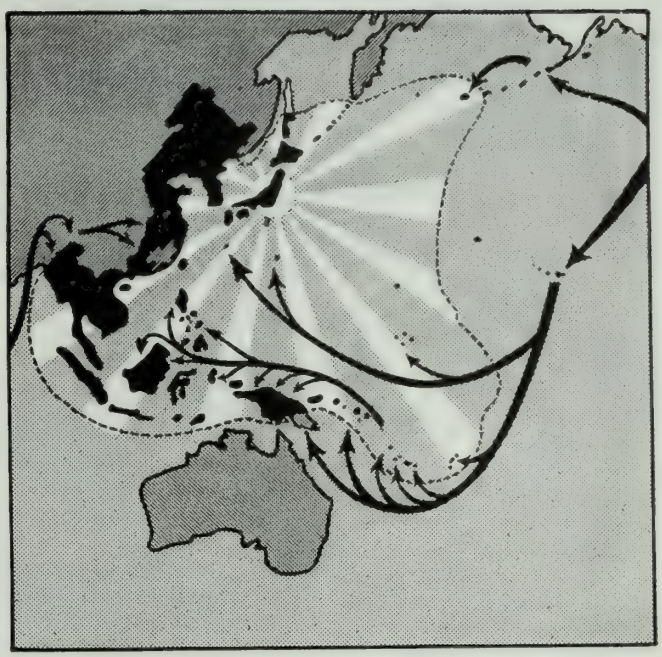
Growing in power, the Allies were gaining the offensive, and the Navy by now was playing the toughest role in its history—a major share in two wars simultaneously. While plans were formulated for the invasion of France, Admiral Nimitz proceeded to organize units of the Pacific Fleet for assaults on the enemy's outposts in the central Pacific, for the final drive to Japan.

BEGINNING of end for Hitler was Allied African invasion that doomed Rommel's famed Afrika Korps.

GONE were Japs when we recaptured Kiska and Attu. Gone too was Japan's threat to our northern flank.



OVERALL Allied strategy against Nazis called for thrusts from north, south and east during 1943-44.



PATTERN for victory in Pacific plotted drives from south and east, by invasions, sea and air strikes.

WE POISED FOR OFFENSIVES

NOW THE TABLES were turned. It was for the Allies to choose when and where they would strike; for the Axis to worry about spreading forces. Africa, Sicily, the boot of Italy were ours. In the Pacific we were ready to hit the outer perimeter of the Jap strong defenses.

The time was ripe to survey the strategy for the major invasions. It was decided that Normandy was the most advantageous spot for the greatest invasion in history. This was Operation Overlord. Another assault along the southern coast of France, known as Operation Anvil, was aimed at more than 25 miles southwest of Cannes, to be followed by a drive up the Rhone Valley. Russia, which had been alone in the fight on the continent for so long, would launch an all-out drive into Poland and the Balkans.

In the Pacific, it was realized the tedious "island-hopping" process was much too slow, and suitable only when our forces were weak. The overall strategy called for offensives up the Pacific from the south and east, enveloping the Gilberts, Marshalls, Marianas, Philippines, Iwo, Okinawa and then the home islands of Japan. On the mainland of Asia plans were made for the recapture of Burma, the ouster of the Japs from China.

For the Navy these plans meant the fullest exploitation of every ship, plane, base; daring strategy that would keep the Japs constantly off balance. It meant a battle of logistics such as the world had never known. It meant our Navy would be cruising the Pacific with a chip on its shoulder, anxious to clash with the Imperial fleet in a battle of no-quarter attrition until the Jap navy was no more.

ORIGINAL 'Big 3', Stalin, Roosevelt, Churchill, mapped global strategy. This was at Teheran late in 1943.

COMBINED Chiefs of Staff coordinated intricate Allied operations that extended around the world.

DARING U. S. subs whittled Jap merchant shipping, cut supply lines and helped blockade Jap homeland.

SHEPHERD of the sea, Navy battled dive bombers, beat sub menace to get sinews of war to destination.

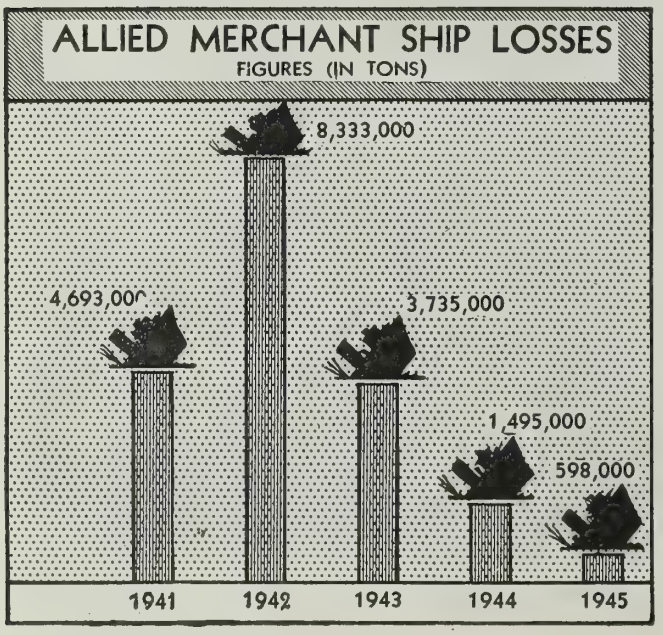
ARMS WERE MADE AND DELIVERED

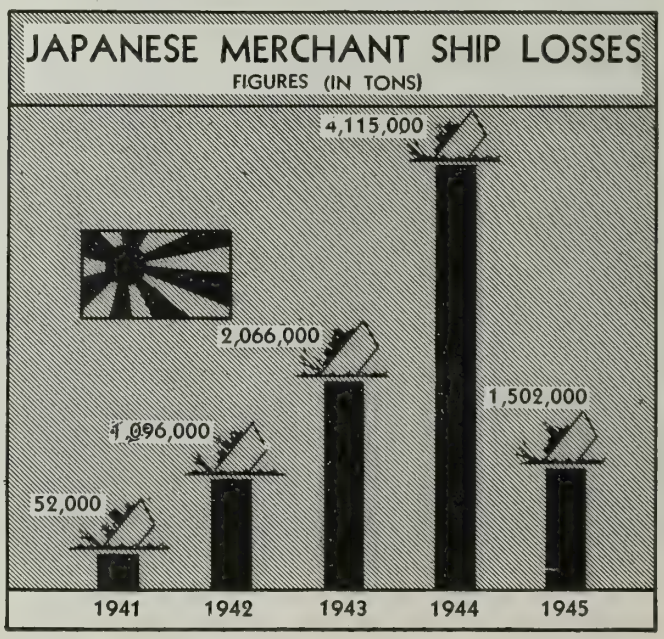
THE BEST plans in the world would have been worthless without weapons and the means of getting the weapons where they were most needed. Now came the acid test in our battle of logistics. We would have to skyrocket our production, ship the material to destinations all over the world, build the advanced bases for the haymaker punches. At the same time enemy production would have to be curtailed by our air power and any other means, and enemy shipping destroyed in a war of attrition. Perfect double-play combination was needed between home front and armed forces.

By 1943, when the enemy lost the initiative, American production had underwritten victory.

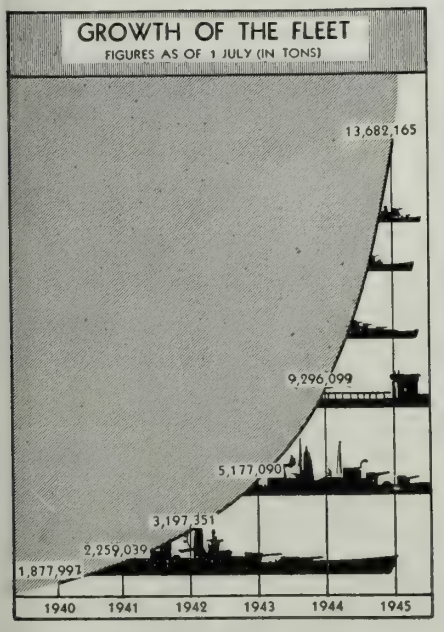
As quickly as weapons were loaded on ships the Navy shepherded cargo vessels to gathering Allied armies. In the Atlantic our planes, blimps and warships hacked away at lurking U-boat packs. By contrast, in the Pacific, our own subs played havoc with Jap shipping, aiding a blockade that narrowed and tightened until the enemy's life line was completely choked off and the war of attrition won.

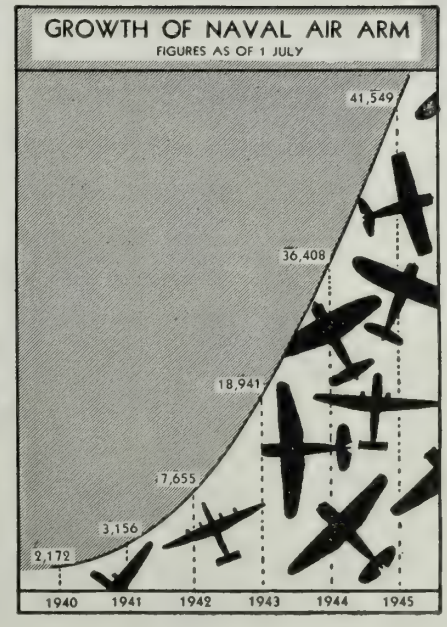
We were winning the battle of logistics, one of the keys to decision, and *that* was spelling out complete victory.

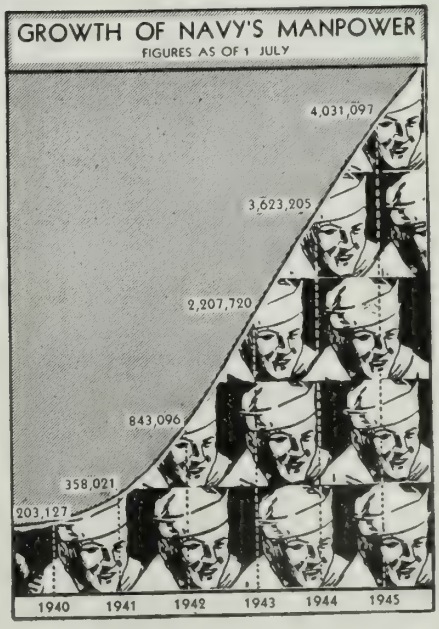




FATHERS of fighters, millions like this man—and his wife and daughter as well—fought too. Their foxholes were complex factories, their victories were in the battle of production as America converted to total war.







SUPPLIES for fighting men were delivered by ships to advanced bases mushrooming throughout world.

NERVE CENTERS for huge supply operations were offices like this, coordinating men and materials.

BASES LOADED OUR PUNCH

TERMINALS for the lines of ships we were throwing around the world were our advanced bases. At these bases invasion forces were gathered; ships repaired, crews rested; supplies stored and shipped to fighting fronts; air strips laid for softening-up blows; the web of blockade spun and maintained.

For war in the Western Hemisphere we had Natal, the Caribbean islands, Newfoundland, Greenland, Iceland and, most important, England. To these, by force of arms, we added the Mediterranean. But in the Pacific, the Japs had the bases and the distances tremendous. Undaunted, American forces began scooping up strategic islands. The Gilberts, Marshalls, Marianas were won in turn. Saying "can do," the Seabees constructed springboards in jungle and wasteland.

From these bases the Allies were now ready to strike hard at the enemy.

ADVANCED BASES, not all as gigantic as this one at Guam, supported the vast offensives in the Pacific.

TASK FORCE at peak had unequalled power and mobility. This was the mighty Third Fleet.

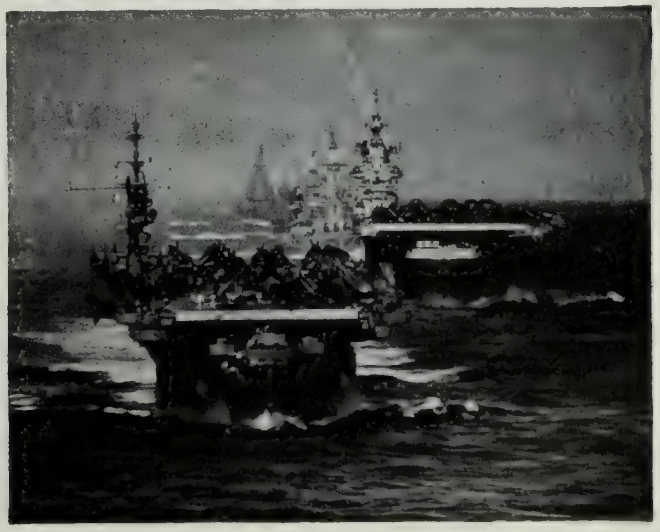
TASK FORCES STRUCK HARD

AMONG THE great weapons forged by the home front were the ships that made up one of the Navy's most potent spearheads—the Fast Task Force. There had been task forces before this war, but nothing like this new American Fast Task Force, so big and powerful that it alone could have come to grips with any prewar Navy.

Built around aircraft carriers and their planes, teamed with battleships, cruisers and destroyers, it was an awesome thing.

The Fast Task Force was more than a mere gratuitous show of naval power. It was created to meet the problems of vast distance. Capable of remaining at sea for months at a time, it kept the enemy off balance and drove him ever closer to his own home waters. It dealt out havoc with great surprise, power and range, and in the end proved one of the chief weapons for our destruction of the Jap navy.

BATTLESHIPS like this one, the Pennsy, were frequently the backbone of irresistible task forces.



FLAT-TOPS, mightiest in history, gave unparalleled striking power to the hard-driving Fast Task Force.

★ ANNIVERSARY SPECIAL SECTION

TEAMWORK of powerful sea and land forces was key to dazzling success of Normandy amphibious invasion spelling German downfall.

PREPARATION against possible enemy counter-thrusts was made quick

INVASIONS WERE THE PAYOFF

OCEANS are formidable barriers, but for the nation enjoying naval superiority they become high-roads of invasion." . . . *General Marshall.*

Amphibious operations were characteristic of our offensives from the beginning. We had started with Guadalcanal in the Pacific and North Africa on the other front. Guadalcanal opened the way to the Far East and North Africa led directly to the fall of Italy in September 1943 and knocked its Navy out of the war.

But invasions were destined to come in increasing scope and power. In Europe, the greatest amphibious invasion in history was unleashed against Normandy on 6 June 1944. For this operation the Allies massed thousands of ships, men by the hundreds of thousands. The fate of the United Nations was at stake—and success doomed Germany.

Then on 15 August, 10 days before the Nazis were driven from Paris, southern France was invaded.

Coupled with these invasions, the Russians opened their greatest offensive late in June, carrying the Red armies into portions of Germany for the first time. Rumania, Hungary and Bulgaria were forced out of the war.

PLANE attacks constant threat to our supply lines moving off Sicily.

JUNCTURE of beachheads was first aim in Southern France landing.

UNIQUE improvisation found U. S. Navy crossing the Rhine in 1945.

in Philippine operation as it was in all other invasions of enemy beaches.

NAVAL SUPPORT for invasions meant new hazards such as this Kamikaze attack on carrier off Okinawa, but brave men topped this trick too.

On 13 Sept 1944 Admiral Halsey suggested we attack Leyte as soon as possible, skipping three previously planned intermediate invasions. On 20 October, Americans dug in on the east coast of Leyte to await the outcome of a decisive sea battle between our Third and Seventh Fleets and the Imperial fleet. When the battle was over —called one of the most decisive in history—the high-road of invasion was open in the Pacific.

It was a rocky road, soaked with the blood of invasions. Methodically, the Americans began cleaning up the Philippines. But before this operation was completed, two of the most important and costliest invasions of the Pacific had been executed. On 19 Feb 1945 the Marines hit the beach at Iwo Jima. Then on 1 April—Easter Sunday—came the assault on Okinawa. When they were taken we had air strips that meant constant bombing of Japan. Invasion clouds had gathered over the Japanese homeland.

Into all invasions went the most careful planning, the most complete coordination.

The Normandy invasion, for example, was, to begin with, a major air operation with planes carrying out 7,500 sorties over the invasion area from midnight to 0800 on D-day. The planes bearing the airborne army stretched 230 miles. It was also a major naval operation, including 4,000 merchant and warships, and several thousand smaller landing craft. One-third of the ships were American. And, finally, it was a tremendous Army operation.

From the nerve-wracking amphibious invasions of Tarawa, Pelelieu, Iwo, Sicily, Anzio, Salerno and other beaches came the biggest payoff of war—victory. From the merger of land and sea forces came a power that guaranteed the doom of the Axis.

CORAL reefs and dug-in Japs made Tarawa a bloody operation.

SOFTENING up by battleship guns preceded our invasion of Guam.

SPEEDY landing craft earned big part in invasions as at Iwo Jima.

DEADLY AA fire was one result of VT fuze which our labs developed.

FIREPOWER was given big boost by rockets like these on an LSM.

JET propulsion gave planes advantages in speed and power.

BATTLE OF THE SCIENTISTS

SHROUDED in secrecy, the scientists of the warring nations waged a silent battle—a battle which might have changed the outcome of the war had the Axis won the victory.

Not as sensational as the atomic bomb, which was the climax of the battle, but of tremendous importance to the Allies, was the radar equipment developed by British and American scientists. Our radar was particularly effective in the Pacific because of its marked superiority over the Japanese types. It was virtually indispensable for our warships and planes in the final stages of the war.

A third valuable product of our research laboratories was the rocket gun, especially effective in the last Pacific invasions. Another of many scientific products that helped shorten and win the war was the V-T fuze. Though our scientists earned no battle stars, they swung the tide of battle.

RADAR, new magic eye, gave us a big edge.

ATOMIC BOMB was climax in crucial scientific race.

OUR BUILT-UP POWER WAS JAPS' DOOM

THE NAZIS were prostrate, occupation forces had partitioned Germany and our Army had begun deploying additional troops to the Pacific when the Navy swung its haymaker at Japan. Smashing to within sight of the Jap mainland, our battleships, cruisers, destroyers struck with unparalleled fury in the last week of July.

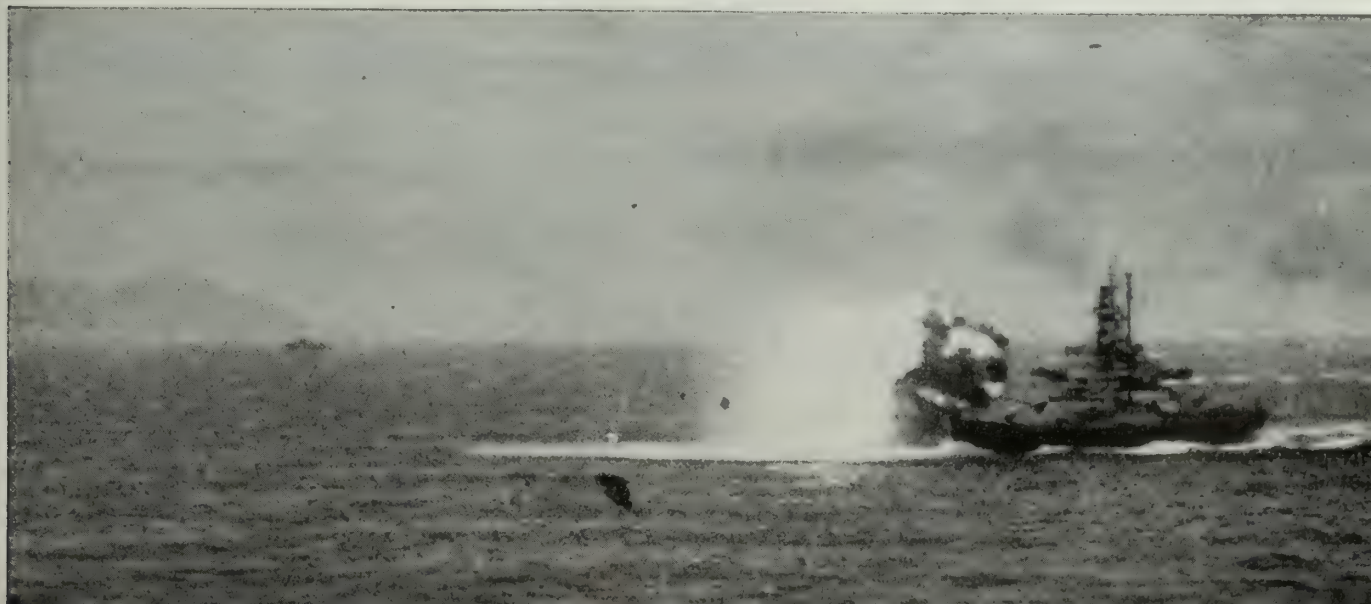
Trapping the last remnants of the once-powerful Jap navy in the Kure area, planes of the Third Fleet left the enemy without a single capital ship in fighting condition. Our battleships brazenly stood off the Jap coast shelling Japan's great cities and remaining military installations. Japan's war was coming home to roost and the people were getting a good taste of what they had fed the Chinese. The war medicine they had planned to feed America was being poured down Japan's throat from Navy guns.

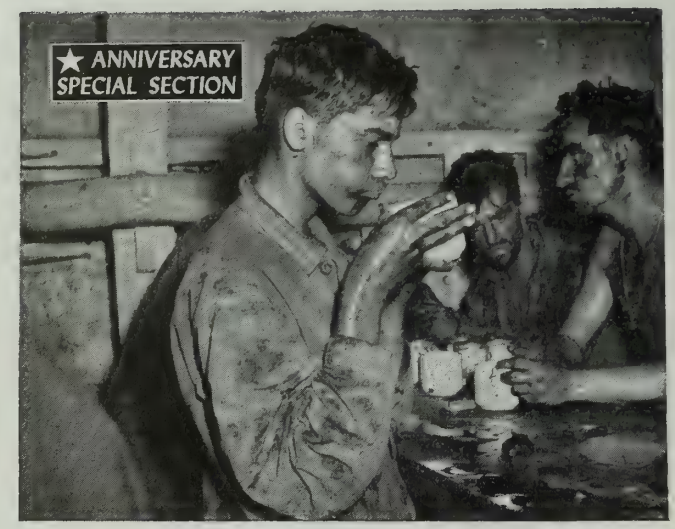
With the naval bombardment came a terrific air pounding by our carrier planes and B-29s. Japan had already begun sending out strong peace feelers when the historic atomic bombs shattered Hiroshima and Nagasaki. And before the Japs could rally from these blows Russia was in the Pacific war, pouring troops across Manchuria.

The crescendo of Allied might had reached a tremendous volume. The days of early 1942 when a mutilated American Fleet faced a rampaging Jap military machine were a burning contrast. Our forces since then had gathered strength, swept from island to island in smashing offensives until now the Jap homeland was being hammered to death and destruction and inevitable doom.

The Jap war lords saw the hope of negotiated peace go glimmering. Unconditional surrender was no longer a matter of choice for Japan.

***CLOSING ROUNDS** saw carrier planes (above) blast last of Jap Navy. Audaciously our fleet steamed in to shell Nippon's 'sacred soil' (below).*





JOE FOR JOES who conquered Eniwetok. No gab, no Sunday funnies, much too tired for sweet dreams.

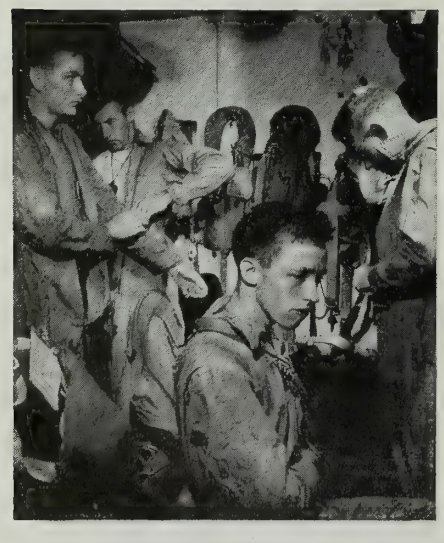
STATESIDE the hard way, with Wave to ease pain and make tedious waiting a little more endurable.

FAITHS of their fathers went with their ships into Pacific. These devout fighting men held a candlelight sandbag communion before action.

PEOPLE WERE OUR STRENGTH

THIS WAS a people's war—the little people. At stake were human dignity, personal freedom, national honor. So the people went to war.

Sorrowfully, but determinedly, by the million they donned uniforms in a people's army and navy. Many millions more—women as well as men—unable to fight, took up battle stations in mammoth factories, tiny shops. The luxuries they relished were sacrificed that they and their children might enjoy the liberties that were more important. With their blood and sweat they watered the flower of democracy, gave it greater strength, more radiant beauty. Pitted against aggressors and satellites, they the people, with their tears and suffering, won freedom back and earned the gratitude of future generations.



TENSION is part of war. Air men prepare for next combat mission.

HOME is where you write about it; on carrier Yorktown, he knows.

DODGERS miles and months from this Brooklynite sitting in Saipan.

THE COST . . .

Naval casualty totals as of 9 Nov. 1945
(Navy, Marines, Coast Guard)

The Dead	56,557
The Wounded	80,264
The Missing	8,624

★ ANNIVERSARY SPECIAL SECTION

JUDGMENT DAY came for the Wehrmacht in Rheims schoolhouse where Jodl of the proud Junkers signed unconditional surrender papers.

NEW "Big 3," Attlee, Truman Stalin, held conference at Pots

UNCONDITIO

WITH THE SAME resolution t Allies had shown in the prosec tion of the war, they remained unit in their demands for uncondition surrender. Wasted were the dipl matic plots of Japan and Germany split the United Nations and win co promise peace. We had learned w the lesson of World War I, when agreed to end hostilities without i vasion; when that error of judgme helped lose for us, the victors, t fruits of our triumph. This time rejected to the end everything sho of unconditional surrender.

One tragic note marred the end the war. President Roosevelt, who vision and leadership were beaco along the course of American forei policy, died before either of our tw most powerful enemies crumpled complete defeat. The man who fe vently believed in preparedness on s and land, died 12 Apr 1945, less th a month before Germany surrendere

The nation was still in mournir for its President when stiff-spine

BIG DATES

	1939
1 September	Poland invaded
3 September	Great Britain, France declare war on Germany
4 November	U. S. repeals arms embargo
	1940
9 April	Germany invades Denmark, Norway
10 May	Germans invade Luxembourg, Holland, Belgium; Churchill becomes British Prime Minister
10 June	Italy declares war on France, Great Britain
22 June	France signs armistice with Germany, Italy
8 August	London "blitz" begins
	1941
11 March	Lend-Lease begins
6 April	Germans invade Yugoslavia, Greece
22 June	Germans invade Russia
14 August	Atlantic Charter announced after Roosevelt, Churchill confer
7 December	Japs attack Pearl Harbor
8 December	U. S., Great Britain declare war on Japan
11 December	Germany, Italy declare war on U. S.
13 December	Japs take Guam
24 December	Japs capture Wake
25 December	Japs take Hong Kong
	1942
24 January	Battle of Makassar Strait
15 February	Singapore surrendered to Japs
27 February	Java Sea action
18 April	Doolittle raiders from *Hornet* hit Tokyo
6 May	Corregidor falls
7-8 May	Battle of Coral Sea
3-6 June	Battle of Midway
12 June	Japs on Kiska, Attu
7 August	U. S. Marines land on Guadalcanal
9 August	Battle of Savo Island
23-25 August	Battle of Easter Solomons
11-12 October	Battle of Cape Espe ance
26 October	Battle of Santa Cru Islands
8 November	North Africa invade
13-15 November	Battle of Guadalcana
30 November	Battle of Tassafar onga
	1943
14 January	Roosevelt - Churchi Casablanca Conferenc
13 May	Final surrender o Axis forces in Afric

*his were drawn to govern Ger-
ny, ultimatum was sent to Japan.*

L SURRENDER

unkers entered a French schoolhouse t Rheims on 7 May to sign uncondi-onal surrender papers for the Third Reich that Hitler had vowed would lter the history of the world for 1,000 ears. This time Germany would not e able to say her armies had not been eaten in the field.

Less than four months later, with er navy destroyed, her cities blasted, er armies scattered, Japan gave up. Aboard the battleship *Missouri*, on 1 September, the Jap representatives ccepted the unconditional surrender erms drawn up by the "Big Three" t Potsdam in late July.

Thus ended the greatest, most de-astating, widespread, miserable and ostly war in all history. One could nly begin to measure its price by hese figures for America's part alone: nore than 250,000 killed, 650,000 vounded, $287,181,000,000 in money.

Peace had returned to the world and head lay the uncharted future hrough which, this time, peace had o stick. *That* was the lesson.

PEACE, long the dream of nations, became a reality as Shigemitsu signed unconditional surrender aboard the Missouri in Tokyo Bay.

THE WAR

5 July	First battle of Kula Gulf
9 July	Invasion of Sicily
13 July	Second battle of Kula Gulf
6 August	Battle of Vella Gulf
15 August	Kiska recaptured
3 September	Italy invaded
8 September	Italy surrenders
21 November	Tarawa invaded

1944

31 January	Kwajalein invaded
17-18 February	First raid on Truk
6 June	Normandy invaded
15 June	Saipan invaded
19-20 June	Battle of Philippine sea
20 July	Plot to assassinate Hitler fails
21 July	Guam retaken
15 August	Invasion of southern France
20 October	Invasion of Leyte
23-26 October	Battle for Leyte Gulf

1945

19 February	Iwo Jima invaded
1 April	Okinawa invaded
12 April	Pres. Roosevelt dies
2 May	Berlin falls
7 May	Germany surrenders
8 May	Surrender ratified
3 July	American troops enter Berlin
17 July	Potsdam Conference opens
24-28 July	Remains of Jap Fleet annihilated
6 August	First atomic bomb levels Hiroshima
8 August	Russia declares war on Japan
14 August	President Truman announces Jap acceptance of Allied surrender terms
2 September	Unconditional surrender papers signed
5 September	American troops in Tokyo

PICTURE CREDITS

Photographs in this section were obtained as indicated below. Figure indicates page; U. L., upper left; C., center; L.L., lower left; etc. Selections made from combat photographers' 100 best are indicated by asterisk.

11. Navy*; 12. All, Press Association, Inc.; 13. Navy*; 14. U.L., captured Jap photo; U.R., Coast Guard'; C.I., Navy; C.R., L.L., & L.R., Navy*; 15. L., Navy; R., Navy*; 16: U.L., Navy*; U.R., Marine Corps; L.L. & L.R., Navy; 17, L., Army Signal Corps; R., Navy; 18. L., Navy; R., Coast Guard*; 19. Navy; 20. All, Navy*; 21. All, Navy; 22. U.L., Coast Guard; U.C., & L.L., Coast Guard*; L.C., Navy; L.R., Signal Corps; 23. U.R., L.C. & L.R., Navy*; L.L., Marine Corps*; 24. U., Navy*; L.L., Navy; L.R., USAAF; 25. U., Navy*; L., Navy; 26. U.L., Coast Guard*; U.R., Navy; L.L. & L.C., Navy*; L.R., Marine Corps; 27. Coast Guard*; 28, 29. All, Signal Corps.

OFFICER TRAINING PLANS

Holloway Board Blueprints Postwar Course Equalizing Opportunities for All Officers

BROAD CHANGES in the selection, education, and service training of naval officers have been proposed by the Holloway Board, which the Secretary of the Navy appointed last summer. The Board's reports have been approved by the Secretary and forwarded to the House and Senate Naval Affairs committees with suggestions for enabling legislation.

Policies for officer procurement and training in the postwar Navy as recommended by the Board, if adopted, would have these results:

- Adjust the supply of permanent commissioned officers taken into the Navy so that a substantial proportion come from sources other than the Naval Academy.
- Revise methods of selecting NROTC entrants and give direct financial assistance to students while in college.
- Enable Reserve and temporary officers who transfer to the regular Navy to take additional college study if needed.
- Give more emphasis to basic and general education in the Academy curriculum and limit requirements of the naval science subjects in NROTC colleges in favor of broader fundamental knowledge for all officer candidates.
- Provide trained flying officers of ideal age—21 to 23 years—for combat flying after two years of college study and one year of flight training.

The Holloway Board, composed of two college presidents and eight naval officers, laid particular emphasis in its three reports on methods of eliminating distinctions between groups of Naval officers and providing equal opportunities among all officers for promotion, responsibility, training, and education.

Special attention would be given also to graduate education for all levels of permanent commissioned officers of the Navy, with emphasis placed on education during shore duty periods. Flatly stating that professional development of officers is more important than excelling in ship competition, the Board also recommended that shorter assignments to specific billets at sea be made a matter of Navy educational policy.

In the consideration of the problem of procurement and undergraduate education of officer candidates, the Board was guided by wartime experience. To provide the junior officers needed by the postwar Navy, these sources would be utilized:

- The Naval Academy, expanded to double present enrollment.
- NROTC programs operating in 52 colleges.
- Graduates of any accredited college.
- Specially selected and trained aviation candidates.

NROTC students would be selected by Navy-appointed state boards from candidates who had qualified in a nation-wide examination. A prospective student would also have to satisfy all of the entrance requirements of some NROTC college of his choice and be accepted by the college as a regular student.

The Board recommends that NROTC entrants receive books and tuition at government expense and be given $50 a month to meet living costs. In consideration for this support each NROTC graduate will be required to serve a minimum of 15 months to two years on active duty. During this period he will serve as an ensign USN, with equal pay and standing with graduates of the Naval Academy.

If he decides to leave the service after two years, he will be eligible for a bonus of six month's pay. Three years of active duty would qualify him for a bonus of 12 months pay.

According to the needs of the Navy, a number of the ensigns having three years active duty would be given permanent commissions as lieutenants (junior grade). Those not desiring a regular Navy career and those not selected for permanent commissions would enter inactive reserve status.

Candidates for flight training will be taken from high school graduating classes or from groups with equivalent educational background. These aviation candidates will also be selected through nationwide competitive examinations and tests by selection boards for flight aptitude and physical fitness.

Approved aviation candidates would be given two-year scholarships in any college of their choice, following which they would begin flight training as midshipmen. The Board also proposed that the flight training program be open to any selected candidate who applied after two academic years of college education.

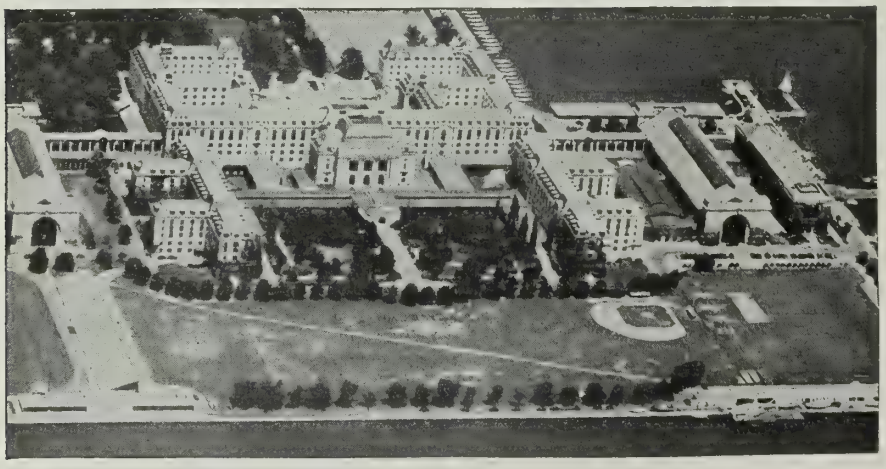
The Holloway Board explained that a departure from the "well tried pattern" of the uninterrupted four-year college course can be justified in the case of the student flier because wartime experience demonstrated that the ideal age for combat flying is from 21 to 23 years. Just prior to V-J day, 64 percent of all Navy combat pilots were in this age bracket.

Students who complete flight training will serve with the fleet one year as flying midshipmen and one year as flying ensigns. Under the Holloway proposals, the Navy would encourage the combat aviator who goes on inactive duty after three years of flying duty to return to college to complete undergraduate studies by offering him a two-year scholarship instead of a cash bonus.

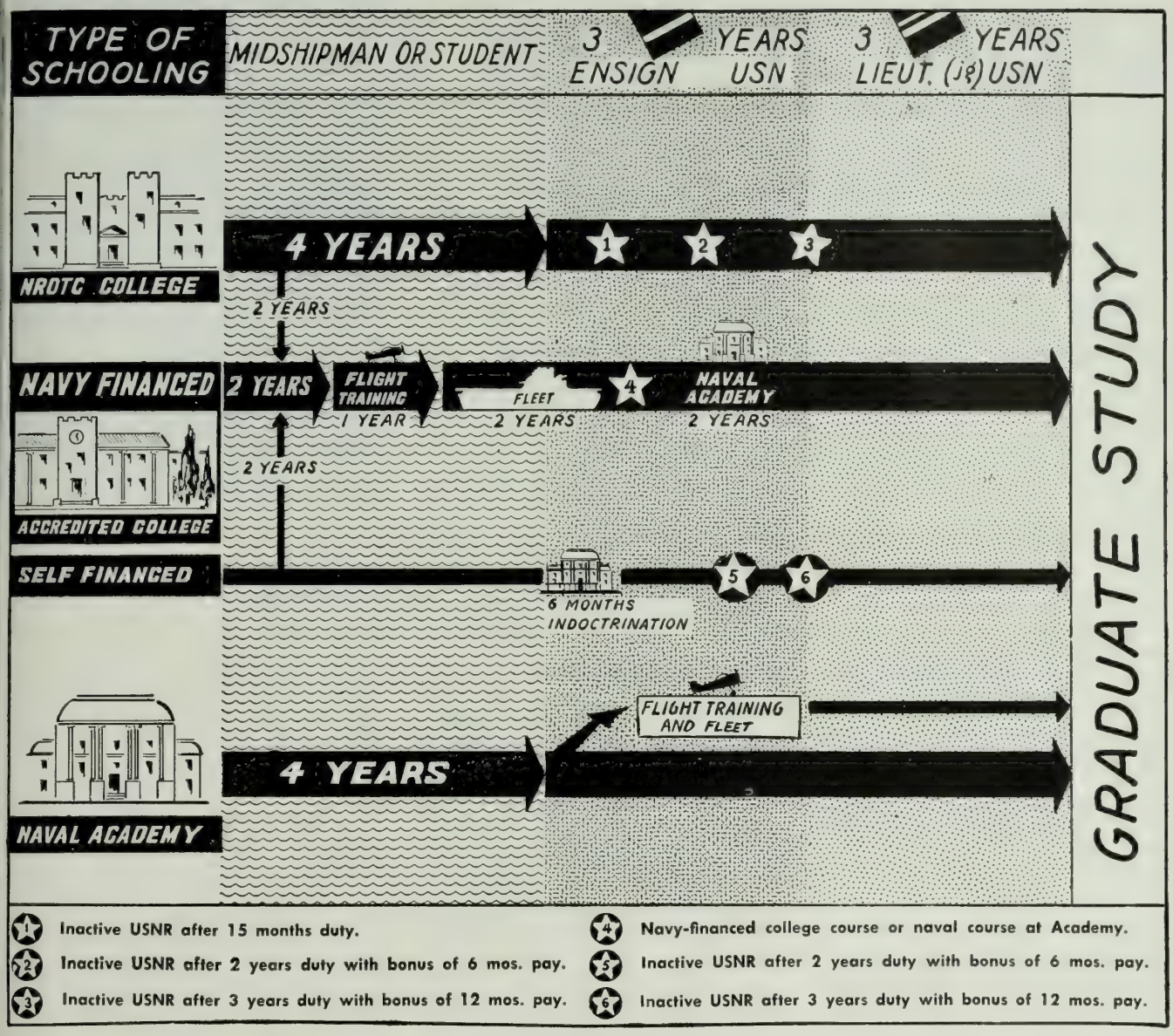
For another source of officers, the Navy would grant temporary commissions as ensigns to selected graduates of any accredited college. These officers would receive a six-months course of indoctrination at the Naval Academy.

The Board invited attention to the fact that all candidates successfully completing the program would be commissioned four years after entry regardless of whether they were trained at the Naval Academy, at an NROTC college, or in any accredited college. They would all bear identical designations, i.e., ensign, USN. The Board believes that graduates of the Academy have much to offer those entering from other sources and that the converse is equally true. The Board considered that the common service experience during the three years as ensign would be of tremendous advantage to the Navy in the event it becomes necessary to recall Reserve officers to the Navy during a national emergency.

Another recommendation of the Holloway Board deals with the education and utilization of Reserve and temporary commissioned officers of the line who are selected for retention in the regular Navy. These officers would be given opportunity to take additional college study to fill in academic background that might be lacking because their education was interrupted by entry into the Navy.



NAVAL ACADEMY, shown in this aerial view, will share with other U. S. schools job of training officers under plans now being studied.



For example, officers who have had only two semesters of college education would be given instruction for three additional semesters of college or equivalent. Officers who have had three or more and less than five semesters of college would receive college instruction for two additional semesters or equivalent. No instruction period of less than two semesters was considered desirable from a practical view point.

Each student officer would take a normal undergraduate study load which would insure, by the time he has completed the permitted number of semesters, satisfactory completion of courses in mathematics through solid geometry and trigonometry, proficiency in written and oral use of the English language, and satisfactory completion of a year-course in college physics.

Officer candidates now engaged in any of the college training programs would be given advanced standing, if they decide to continue. For example, a student who has had two years at an NROTC college and decides to stay in the Navy would continue on a third-year level.

This phase of the report also strongly recommends "the immediate establishment of a General Line School to care for the . . . need to broaden the professional knowledge of the large number of transferred reserve and temporary officers and of Naval Academy graduates who, during the past four years, have served in specialized assignments." The Board also outlined types of instruction to be given at the graduate line school and methods of imparting instruction. The Board recommended that all permanent commissioned officers attend the line postgraduate school concurrently six years after being commissioned. It was believed that this year of study in the same school would complete the welding of all officers into a homogeneous group regardless of source of entry.

Specific recommendations include the establishment of a permanent General Line School and that temporary facilities for a General Line School be established at Quonset, R. I.; grouping of all courses on the subject of naval staff work at the Naval War College, and the maximum use of the facilities of civilian colleges for graduate education of specialist officers.

The Board which made the study and recommendations for the overhaul of the system and method of education of officers of the postwar Navy was headed by Rear Admiral James L. Holloway Jr., USN, Assistant Chief of Naval Personnel for demobilization and recently Commander, Operational Training Command, Pacific. Serving with him on the Board were:

Dr. James P. Baxter, president of Williams College and president of the Association of American Colleges;

Dr. Henry T. Heald, president of the Illinois Institute of Technology and a past president of the Society for the Promotion of Engineering Education;

Rear Admiral Felix Johnson, USN, Director of Planning and Control of BuPers;

Rear Admiral Stuart H. Ingersoll, USN, Commandant of Midshipmen, U. S. Naval Academy;

Capt. Charles D. Wheelock, USN, production officer of the Mare Island Naval Shipyard;

Capt. John P. W. Vest, USN, Chief, Aviation Training Section, CNO;

Capt. Arthur S. Adams, USN (Ret), special assistant to the Director of Training, BuPers;

Comdr. Charles K. Duncan, USN, Director of Procurement, BuPers, and

Comdr. Douglas M. Swift, USN, Assistant Director of Procurement, BuPers, who also served as recorder for the Board.

SAGA OF 'CAN DO' MEN

Construction Battalions, Born to Build, DID—and in a Most Fabulous Fashion

"CAN DO!" muttered the Marine derisively. "You'd think you Seabees are the only ones who 'can do.'"

The Seabee across the table from him in the Seabee-built recreation center continued to gulp his beer.

The Marine tried again.

"Hell, I'll bet I can do anything you can do, Seabee."

The Seabee, Joseph Carr, SF3c, of Lancaster, Pa., shrugged passively, emptied the bottle and leaned back to size up his challenger.

Calmly Carr, who had kicked around a bit with carnival performers in Russia before the war, picked up the beer bottle, bit off a chunk and munched away. The challenger watched goggle-eyed. Recovering somewhat, the Marine took a trial bite at his own bottle, then admitted:

"No can do."

It's a typical Seabee story, just one of many told—often with a little exaggeration—about the men of World War II's biggest new fighting outfit, which is four years old this month. And like most of the stories it reflects the admiration—and awe—with which Seabees are viewed by the nation, other branches of service—and other Seabees.

From the start the naval Construction Battalions were unusual outfits, mostly because of the men in them and because theirs was a new kind of warfare.

When the construction outfit was organized on 28 Dec 1941, the Navy turned for volunteers to men who had fought and won many battles against natural obstacles—men who harnessed rivers with dams, pushed hills aside for roads, blasted and gouged out tunnels.

Set up under the direction of the Bureau of Yards and Docks and its Civil Engineer Corps officers, the Seabee organization at first was strictly a volunteer group. Into the ranks of the new fighting unit poured the Nation's artisans—carpenters, machinists, plumbers, electricians, welders, bricklayers and millwrights—men who didn't have to get into uniform to fight the enemy. They could have remained in draft-proof civilian jobs, doing essential war work and getting good, even fabulous wages.

Many Were Older

Too, many were for the most part further exempt from Selective Service because of age. Until termination of volunteer enlistments late in the summer of 1943 when inductees first were assigned to the construction battalions, the average age of the Seabees was a little over 32 years. Some Seabees were in their 50s.

Thrown into war to meet an urgent and immediate need for bases, the early Seabees had little time for formal military training. They were given the barest minimum of boot training; the rest of the art of warfare had to be picked up in action overseas.

Once overseas they faced additional difficulties because the requirements of their task had not been fully foreseen. Their units were small, thrown together from whatever skills were available. Every Seabee found himself doubling in various trades. It was thus the construction men developed their most important tools—improvisation, ingenuity and guts. Often parts, materials and equipment had to be manufactured on the spot in shops hastily thrown together from salvaged enemy materials and tools.

But as the Seabee organization grew (from an original force of 3,300 to a peak of 247,155, of which 83 per cent were overseas) and its activities increased, the battalions picked up plenty of know-how, enabling them to smooth out and speed up operations.

Invasion Handy Men

By the time the big offensives were under way, Seabees had organized their operations to the point where they were able to land fully equipped to handle any situation.. No longer solely construction outfits, the Seabees represented more than 60 trades and their organization included units set up to specialize in maintenance, stevedoring, fog generation, auto repair, tire repair and retreading, operation of supply depots, fueling, generation of electricity, operation of pontoon causeways, and even soil testing.

It is out of the early triumphs, when their watchwords were as often "Have To" as "Can Do," that the colorful stories and legends of the Seabees grew—triumphs like those of the Sixth Seabee Battalion at Guadalcanal where the Seabees got their first test under fire.

The Sixth Battalion arrived 24 days after the initial landings on Guadalcanal together with 1 carryall, 2 bulldozers, 6 dump trucks and a motor patrol grader. To this they added 25 Jap trucks, 1 Jap tractor and a Jap sheeps-foot roller, plus 10,000 barrels of Jap cement, 18,000 ft. of Jap soil pipe, plenty of Jap creosoted poles and a supply of Jap lumber. With this equipment and material, they completed famed Henderson Field, an emergency airstrip and other all-important facilities.

From Guadalcanal, Seabees moved up "the plot" finally landing on Bougainville. Here the construction men had to fight to build, then defend what they had built. On one major airstrip, which was the target of repeated Jap shell fire and bomber attacks, Seabees—using a defense technique inaugurated at Guadalcanal—planted themselves in foxholes along the runway. In the wake of each attack and almost before the debris had settled, the construction men dashed from the foxholes, repaired the damage and thus kept the field in continuous operation.

At bloody Tarawa Seabees put the first airfield in operation within four days after going ashore. Here, too, they filled a rush order for a causeway over which unloading operations could be carried out at all tide stages, by constructing a three-lane, 2,400-foot pier, largely out of a scrap heap of Jap materials.

Hurry-Up Building

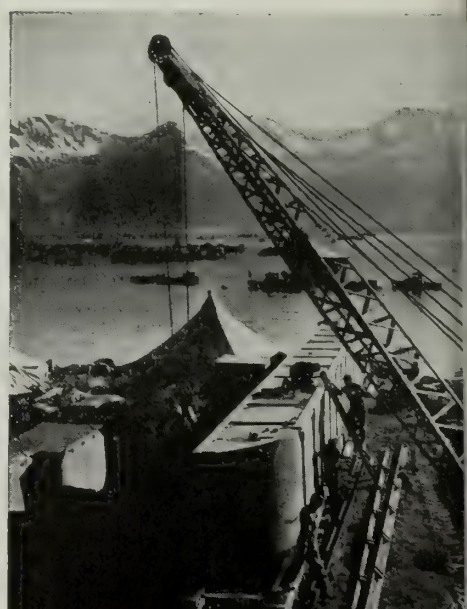
As the main offensives in the Pacific continued to grow, burst forth and advance, the Seabees were called upon to build—in a hurry—bases, airstrips, warehouses, barracks, harbors, hospitals and other installations. Maybe the gag that Seabees built roads so fast that the Japs used them in their retreat is just a little far-fetched, but the construction men left a trail of record jobs completed in the Gilberts, the Marshalls, the Russells, the Marianas, Iwo Jima and Okinawa.

At Tinian Seabees effected one of their biggest earth-moving jobs in order to complete four huge bomber strips and facilities for 200 B-29s. To build the 8,500-foot long runways, the construction units—working night and day—moved 10,000,000 cubic yards of coral, and, in addition, constructed all the other necessary installations.

In the advance in the Pacific Seabees set many speed records, not the least of which was that set in the building of an airstrip in the Palau group. Here they readied a fighter strip within 72 hours after the first equipment was brought ashore.

The short history of the Seabees is rich with stories of individual heroism but instances of concerted combat action by entire naval Construction Battalions are no less colorful. At Guam, within an hour after the initial assault, one Seabee outfit went ashore to fight alongside the Marines. By day the construction men fought and

FOG, COLD, AND MUD were principal obstacles to Attu construction.



QUONSET HUTS by the thousands built from Guadalcanal to Okinawa.

carried ammunition and supplies in the face of withering Jap fire. By night they went into Marine guard posts and on security patrols. At Peleliu, where they landed on D-Day to serve as ammunition carriers and litter bearers, Seabees soon were battling alongside Marine forces in an effort to turn back violent Jap counterattacks which threatened to force the Americans back into the sea. Seabees also landed with the first waves of assault troops at Iwo Jima.

The liberation of the Philippines presented Seabees with many major tasks. The statistical reports of the Philippine jobs are impressive but none more so than that of the construction of a landing strip at a waterlogged site ruled out as impossible by a reconnaisance unit. Yet 10 days after construction began the first airplane—a small observation craft—landed on the field and three weeks after the Seabees started the job the field was open for all business. Another example is the Philippine base at Samar, which was finished in less than two months despite repeated Jap attacks and included every needed facility.

Against the Germans

The Seabees' role in the assault on Nazi Germany stretches from England and North Africa to Germany itself and took in such tough assignments as Normandy, Palermo, Salerno, Anzio and the Rhine River. It also includes extensive construction jobs at Ascension Island, Bermuda and Iceland.

By far the biggest Seabee operation in the European theater was the construction and much of the maintenance of all the naval bases and depots for the greatest amphibious assault in history—the landing in Normandy. The Seabees started the task immediately upon arriving in England in the fall of 1942. Within the next 18 months they put together a vast maze of bases, docks, warehouses, shops and other needed units.

It was in the landings and subsequent action in Europe that the Seabees developed the technique which speeded amphibious warfare. As the invasion forces moved in, the Seabees rode strings of pontoons into shore, anchored them to serve as bridges between the supply ships and the beaches, and then proceeded to unload equipment, supplies and munitions. During the critical 10-day period immediately following D-Day in France one Seabee battalion (Special) alone unloaded 16,000 vehicles, 25,000 tons of ammunition and supplies in addition to 32,000 troops. Later, Seabees helped to restore damaged French ports.

Once an advanced base was complete enough for immediate military operations the Seabees didn't halt work. They continued building, expanding and improving the installations. For instance, a year after they moved onto Saipan, it was estimated that Seabees working in conjunction with Army Engineers had accomplished 20 times as much as the Japanese had in the two decades they held the island. In that year American construction forces built a vast network of airfields, 230 miles of hard-surfaced roads, water-producing facilities capable of providing 1,000,000 gallons daily, and laid enough cable to reach from New York to San Francisco 335 times. But that's not all. Saipan construction included the building of 65 chapels, 78 basketball courts, 81 theaters, 5 recreational centers and a well-lighted baseball field.

Seabee Ingenuity

As the war continued the Seabees picked up a reputation for being the Navy's handy-man outfit, able to supply special equipment to fit the needs of the locale. Thus Seabee ingenuity and improvisation brought forth many novel gadgets, weapons and tools; such as:

- The "Doodlebug"—an LVT with a jointed landing ramp, enabling Marines to scale quickly the coral cliffs at Tinian and other islands.
- A mine detonator, made of scrap material and M-4 Sherman tank.
- A complete fracture table for a naval hospital, built of pipe and bolts.

But all their work was not so serious. In North Africa, Seabees turned out 2,300 Christmas toys for the Yule parties of Navy units. And at one outpost, the construction men assembled sewer pipe, elbows, tees, unions, nipples and couplings into a Christmas tree replete with ornaments made of shower heads, faucets and wax paper.

Peacetime Projects

And now that the war is over, the Seabees aren't merely marking time. Improvement and maintenance of all the bases which the Navy seeks to retain permanently keeps many Seabees occupied. And already several important projects affecting the national defense are under way—with Seabees doing a big share of the work.

One of these projects has taken a group of carefully selected Seabees to the far reaches of Alaska where they are engaged in test-drilling on oil reserves which authoritative sources believe may be of immense value to the United States.

With such jobs still to be done—and being done—and with a record of getting almost incredible jobs done during the war, the Seabees apparently have assured their future. And so this month, the fourth anniversary of the Seabees, the Naval Construction Battalions apparently are entering a new phase of "military usefulness" to the Navy, which Vice Admiral Ben Moreell, Chief of the Bureau of Yards and Docks, says may be three-fold:

"First, the Seabees will train with the Marines and the general service of the Navy in the tactics of amphibious warfare. . . . The second part (of their role in the peacetime Navy) will be to work with their Civil Engineer Corps officers in the development of new types of equipment and materials which may be needed for invasion operations in the event of another war. . . . The third part will be to maintain and operate advanced bases where it would be impracticable to use civilians."

NIGHT WORK was routine during critical campaigns. These Seabees built by night and fought Japs by day in battle for Los Negros Island.

BATTIN' THE BREEZE ON

We Aim to Please

The Marine Corps reports two more Jap POW yarns which its combat correspondents sent in. In one case a Marine private came marching back from the Iwo Jima front with a Nip prisoner fidgeting along a few inches ahead of his bayonet. Meeting his major, the Marine snapped a salute and said:

"Major, sir, what shall I do with this prisoner?"

"Good heavens, man!" the officer cut him short, "Don't call me a major under circumstances like these. Call me anything—anything in the world, but don't reveal I'm an officer!"

"Okay, sir," said the Leatherneck, swallowing the "sir". Then, so the hills re-echoed, he tried again:

"Say, stupid, whattaya want me to do with this lug?"

The other marine, on Guadalcanal

according to the correspondent, was cleaning his rifle when a figure in familiar uniform walked up beside him and started conversation in good U. S. lingo. He didn't pay much attention until the onlooker said:

"How'd you like to have a Jap sniper?"

The Gyrene almost lost his buttons when he looked up to discover his kibitzer was a sure-enough son of Nippon.

Conversation While Dining

Then there's the report of table talk in Guam just before the war ended:

"You're not a Seabee, are you?" says the chow hound, himself one, to the man eating alongside.

"Nope," replies the stranger, continuing his calm pursuit of provender.

With a sidelong glance at the somewhat oversized Marine shirt, the Seabee persists, "Well, are you a Marine?"

"No," says the stranger, "I'm just a Japanese here to be captured."

Muster Made Simpler

Nine gear-loaded seamen replacements struggled up the gangway of the USS *Anacapa* lying alongside a repair dock in Pearl Harbor one evening last June and paused at the top to report to OD Lt. (then Lt. [jg]) John F. Johnson, USNR, of Ringgold, Ga., who was also the ship's communications officer.

"Johnson reporting for duty, sir," said the first of the nine.

Lt. Johnson smiled slightly as he returned the salute.

As the second man gave his name as Johnson, the OD blinked. When it happened a third time, he asked:

"What is this, a joke?"

Johnson No. 3 grinned and answered: "If we're a joke, sir, there are six more behind me."

The 10 Johnsons on the *Anacapa* brought the crew to more than 10 percent Johnson. Now back in the U. S. after 25 months of duty in foreign waters, Lt. Johnson is in command of the ship. The rest of the *Anacapa* Johnsons are:

Frederick M., WT3c, USNR, Route 1, Straughn, Ind.; Gerald C., S1c, USNR, Great Falls, Mont.; John W., RdM3c, USNR, Berkeley Springs, W. Va.; Lawrence R., S1c, USNR, Middleton, Ind.; Wilbur F., S1c, USNR, Los Angeles, Calif.; William W., F1c, USNR, Chiloquin, Ore., Zaymon L., S1c, USNR, Henderson, Tenn.; and Eugene S., S1c, USNR, Robinsdale, Minn.

The tenth Johnson has returned to civilian life.

It Was NATS—Not DTs

Despite their tailor-made jungle suits, we tracked 'em across the nation through up-to-the-minute reports from eagle-eyed NATS paper correspondents. A bunch of sinister characters from Okinawa, they were flown stateside for snake-bite medicine purposes. They were vipers all right—the highest-flying snakes on record—enroute to the National Zoological Park, Washington, D. C. for study and venom tests by the Army Medical Center.

When their transport ended its trans-Pacific hop at Alameda, Calif., the reporter for *The NATS Packet* (San Francisco NAS) spotted the 14 boxes, each marked "Keep Cool and Comfortable" and containing one Tropical Habu (Trimeresurus Flavoviridus) dressed in native green, olive and gray camouflage.

At Olathe, Kans., the air transport boys poured—gingerly—a drink for the wriggly passengers. In *The Flying Jayhawk*, P. A. Smith, S1c, of Santo, Tex., 'lowed as how it was the first shipment of air-minded snakes to come his way in a long career of cargo handling. He hoped the reptiles would be back soon—as bottled antivenin for his buddies stationed out in Habu Land.

But it was E. P. Gleeson, Sp(V)1c, Chicago, as he noted the space-happy vipers flashing their tongues and batting their pointed snouts against their screens with undaunted vigor, who remarked:

"Darned if these snakes don't make that old lower-than-a-snake's-belly gag look pretty silly."

Mo Fun

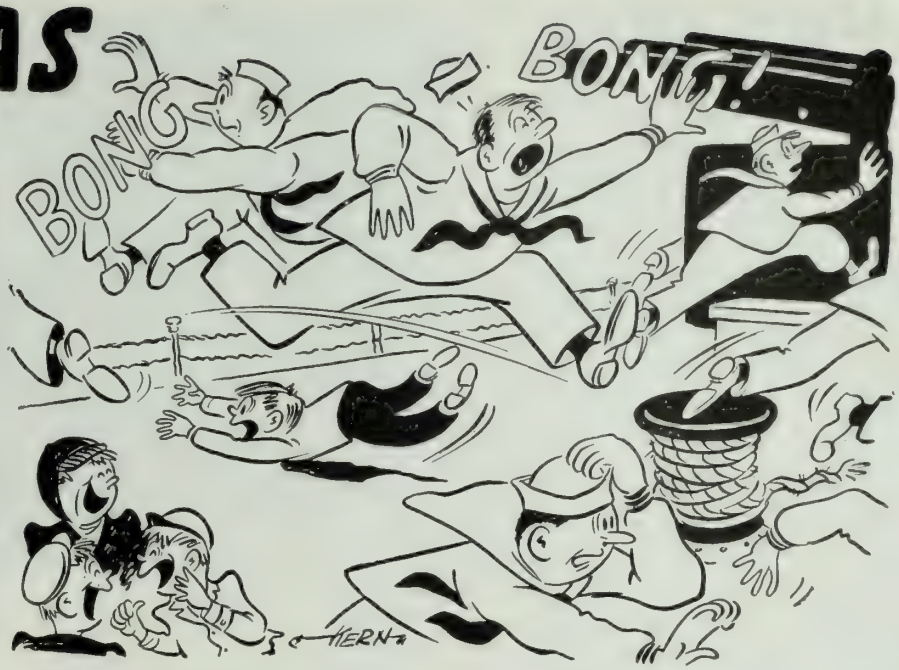
Who-o-omp! thumped the two-ton liferaft on the deck amid the visitors examining the USS *Missouri's* topside equipment. Gone was the finger of the youngster who had tripped the release.

Bong-bong-bong! sounded the general alarm while the bewildered crowd made way for the men scurrying for their battle stations. After that, the GQ system was secured during visiting hours.

"Double the guard," ordered the OD to protect vital gear from curious fingers and the prying of pliers, screwdrivers and wrenches. But still the gear continued to turn up missing.

The proud *Missouri*, rugged veteran of fierce battles and angry seas in the Pacific, was reeling in the Hudson River under the onslaught of thousands of New York school kids who swarmed aboard one day during the week of "open house" which followed Gotham's Navy Day celebration 27 October. On other visiting days, the adults left their marks, too.

"Everything within reach that was



movable has disappeared or been tampered with," the *Missouri's* exec announced as he listed damage requiring immediate repair. Nameplates—and identifying tags on doors, hatches and equipment were removed. Heavy fire hose nozzles disappeared. Somebody even tried to pry loose from the quarterdeck the metal plaque commemorating the surrender ceremony off Tokyo.

If it looked like a lever, it was pulled—including the general alarm system. The special enamel on the 16-inch rifles was scratched and marred until the guns were elevated beyond reach. With penknives classroom compositions were written in the paint on the turrets.

"We can take care of Kamikaze attacks, but spare us from the souvenir-hunting public," the *Missouri's* officers pleaded as they prepared the ship for a trip under the Brooklyn bridge into New York Navy Yard. Of course not all the repairs scheduled for her two-month lay-up resulted from the Hudson River cruise, when close to a million people looked over from stem to stern the Pacific Fleet flagship and scene of Jap formal surrender.

The final blow was dealt during the last days of the Battle of New York Harbor when a member of the crew came down with mumps.

"The mumps!", yelled one sailor. "It's not enough those kids take everything we got, they gotta give us something in return."

Navy Holds the Bag

Passers-by thought the Navy was resorting to desperate measures to procure dairy products for Bainbridge Naval Training Center when one afternoon last fall they observed a lanky sailor operating broad on the starboard quarter of a moo-cow tied to a handy tree.

The sailor was there on orders, however. A Georgian, his Q-card had revealed him properly qualified to minister to cows in distress from deferred attention.

But "Bossy"—she was snafu. She had been apprehended inside the gates without an ID card by the Seaman Guard. Furthermore, the SG OinC, a worldly man, could tell she hadn't had her morning milking.

While the Georgian extracted milk by the quart, the civilian police were rung in on the case and located the owner. As twilight fell, a cop strolled leisurely in the direction of the service gate leading "Bossy" home to her own stall and her regular morning-and-evening schedule in the civilian world.

Sure Shootin'

It was a day to remember for Company C, 761st Military Police Battalion, USA when R. E. Hansen, S1c of VR-5 based at Anchorage, crashed their all-company tryouts with the carbine on the rifle range not so long ago.

The MP outfit is a crack one and the event had drawn a throng of spectators. Hansen, serving with an Alaskan NATS detachment, watched awhile, then wangled a chance to try the carbines himself. When the bull's-eyes started coming up on the target like lemons on a slot machine, the experts assured themselves that the seaman's "hoss luck" would soon fold up under official scoring.

But 40 rounds in sitting position netted 38 bull's-eyes and 2 in the 4-ring. Kneeling, Hansen duplicated the feat.

"I'm beginning to get the hang of this thing now," he remarked to the gape-mouthed circle around him.

Hansen moved back from the 100-yard scratch to 200 yards. Bearing down now, he nicked 39 bull's-eyes out of 40 rounds, both kneeling and standing. Then, just to be sure he had the carbine figured right, he knocked out another string—and plugged 40 out of 40 in standing and prone positions.

Ruddy-faced—no doubt from the brisk Alaskan breeze, the MP's were good sports and turned Hansen's score sheet over to Lt. Comdr. R. V. Cote, NATS OinC at Anchorage, authenticating the 194 out of 200 possible tally. Later, CinPac sent Hansen the Expert Rifleman's medal.

Sharpshooting Hansen's comment to the MPs: "Pretty good gun you got there."

Short Order Music

Admiral Halsey, preparing the "Mighty Mo" for the Jap surrender ceremonies in Tokyo Bay 2 September, wished to welcome the representatives of each Allied nation to be present for the signing with their own national anthem as they came aboard. But aboard the *Missouri* no orchestrations of the "Internationale," Russian national air, were to be found.

All the Third Fleet units but the fast carrier USS *Yorktown* blinked back negative replies to the *Missouri* when she broadcast an "SOS." On the *Yorktown*, Chief Musician B. F. Reilly, USN, of Bremerton, Wash., had remembered that Anatole N. Koriakoff, CSF, USNR, of Petaluma, Calif., was born in the U.S.S.R.

Summoned, Koriakoff burst into fluent Russian song with only a moment's hesitation when Reilly asked if he could give out with the "Internationale."

"Don't waste it here," shouted Reilly, and rushed his discovery to Joseph L. Weed, Music, USNR, of Lincoln, Neb., who wrote down the melody as Koriakoff sang. Calling on his musicianship, Weed worked up a full band score from his penciled notes by the early hours of the next morning and at once the *Yorktown's* band rehearsed it for the critical Koriakoff.

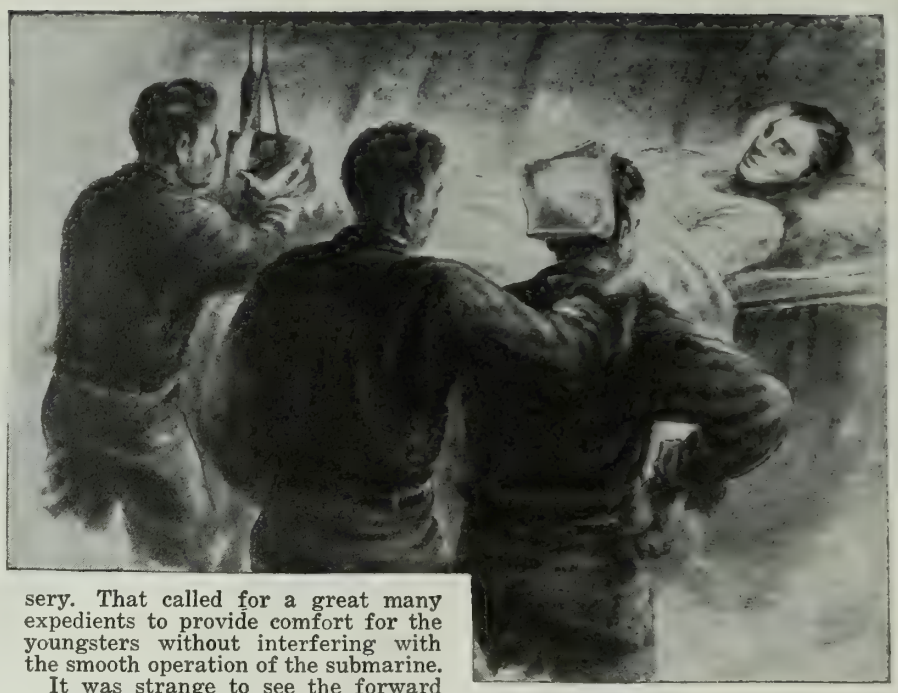
"Perfect," he pronounced. "I can picture myself now in the old days in Leningrad when I hear that music."

The band members were enlisted to make copies of the parts for each instrument in the regulation 28-piece Navy band and the fact that the score was ready was radioed to the *Missouri*. Already six hours on the way to Tokyo Bay, Admiral Halsey dispatched a fleet destroyer for the music.

When the Soviet envoys came aboard the *Missouri* for the ceremonies, it was to the familiar strains of their national anthem, another service of the men of the Navy to whom —nothing is impossible—given a small amount of time.

HEY, DOC!

Submarine PhMs Never Knew What They'd Be Called On to Do Next

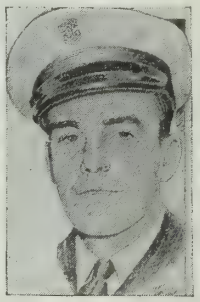


Necessity is the mother of invention. But if you're looking for the father, watch the conning tower hatch of almost any submarine and grab the first pharmacist's mate who pops out. For if every brainchild of inventive pharmacist's mates were a real child, submarines would be well-populated maternity wards.

A case in point is Thomas J. Fitzgerald, CPhM, USNR, *of Barnesville, Minn. Fitz has completed five submarine patrols. He was promoted to his present rating for meritorious duty on patrol. Before he enlisted in the Navy he served a hitch in the Army, where he became an expert rifleman and pistol shot.*

What it's like to be a pharmacist's mate on a submarine, Fitzgerald relates from experience:

A SUBMARINE is jampacked with air lines, manifolds, pressure systems and every shape and size of valve and gauge. But you can't expect a submarine to be the deadly weapon it is and a floating hospital too. There isn't room for everything. So when there's an injury to be treated the pharmacist's mate usually has to manufacture gadgets from materials at hand. If the pharmacist's mate isn't an inventor in his own right, he doesn't have far to look for one, for the inventive talent of a single submarine, placed end to end, would stretch from Kitty Hawk to the Patent Office.



Fitzgerald, CPhM

Take the time a boatswain's mate on a sub I was attached to suffered a fractured ankle. The problem was to make the man comfortable in his submarine bunk and yet give the leg sufficient traction for the ankle to mend. Anyone familiar with the compact quarters of a submarine can realize the tactical difficulties involved. But an empty flour can, neatly clipped to size with a tinsmith's scissors, a bit of line, a lead weight that was a spare part for the ballast tanks, and a little hammering—plus some hemming and hawing—gave us as neat a cradle for the injured ankle as the best hospital could wish. The line was looped over a light socket in the overhead. The leg in the cradle on one end of the line was balanced by the weight on the other end. When we returned from patrol, the ankle was healed.

Another case was a motor machinist's mate's broken finger. A piece of tin for a wristlet, a welding rod bent just so and some elastics borrowed from the yeoman made a banjo splint more than equal to the job.

It's the unexpected that really puts you to the test, though. Once we had six children aboard as evacuees. It fell my lot to rig up a temporary nursery. That called for a great many expedients to provide comfort for the youngsters without interfering with the smooth operation of the submarine.

It was strange to see the forward torpedo room hung with diapers. Our salty old chief torpedoman, who prided himself on being tough, blushed as he had never blushed before in his long Navy career. Tough though he was on the exterior, Mac (I call him that to spare him further blushing) was a softy underneath. The children played in the torpedo room. With Mac present, they gave no thought to the packaged death in warheads of the torpedoes along the bulkheads.

The kids will remember Mac. They'll also remember that patrol. The men won't forget it either. The details cannot be revealed, but having children aboard gave it tremendous meaning. You could see what you were fighting for.

The youngsters made it as enjoyable a patrol as I've ever had. I remember how the crew groaned, though, when they found out that we were going to have a slew of children for passengers. It may have been the thought of possibly taking kids into combat that bothered the men. The majority were fathers themselves.

It is generally thought, I know, that submariners are a reckless, carefree breed. But the opposite is true. Just before the patrol began, my wife had sent me a post card with the hospital statistics and footprint of our brand new baby, James Patrick. With a father's bursting pride I had shown the card around the ship. The men came right back at me with stories and photos of their own kids.

The men decided that Jimmy's footprint card would be the submarine's lucky token—this, though submariners are generally regarded as the least superstitious of sailors. They pride themselves that they are free of superstition; it's a rare event when you see a submariner with a rabbit's foot or an equally absurd lucky charm.

Things aren't left to luck on a sub. Take the Navy's prescribed treatment for appendicitis. On one patrol we had two crew members who suffered appendicitis attacks within three days of each other. The Navy's technique and use of sulfathiazole brought both cases under control without surgery and without undue discomfort to the patients. Emergency appendectomies performed by pharmacist's mates in submarines are exceptional cases.

What makes a pharmacist's mates duties so fascinating in a submarine is that he never knows what to expect when someone calls, "Hey, Doc!" On one of the subs to which I was assigned, not only was I the entire medical department, but chaplain, mail orderly, librarian and barber as well. Barbering and medicine, if I remember my history, have an ancient relationship. Barbers were among the earliest surgeons. The red peppermint stripe on the first barber poles was real blood.

I had never cut hair in my life, but I soon acquired moderate proficiency, though the crew referred to my art as the "Market Street clip." The nicest thing about getting a haircut, I guess, was the pleasure of sitting in our barber chair. It was ultra-comfortable cushioned stool with shiny chrome that rivaled the cook's galley on field day. Appropriately enough, it was, according to scuttlebutt, a souvenir of a San Francisco clip joint.

On another trip we had two women evacuees. They came aboard not exactly friends. It was evident they had quarreled. The first request of one of them when she got to the top of the gangway was that she and the other women be given separate rooms. Below, she learned that there was no parlor suite with private bath, no grand piano, no maid service. And of course, the two women were on speaking terms again by the time we put them ashore. That's the way it is on a sub. Nowhere does a fellow get so close to his shipmates.

OLD LADY WITH A PAST

Oglala, Built in 1907, Survived Two Wars, A Sinking, Three Names

HONEYMOONERS have cuddled in the dark corners of her brightly lighted decks; business men have swapped jokes over drinks in her bar; she has ploughed through the North Sea, sowing deadly mines to blockade the enemy. Between wars she served as a nesting place for seaplanes, a home where pilots could eat, sleep and relax. And there was a time when her barnacle-encrusted hull gathered rust on the bottom of Pearl Harbor, a derelict almost forgotten by the men who were rebuilding a Navy to defeat a powerful enemy.

Those, briefly, have been the highlights of the career of the USS *Oglala*, a 38-year-old former coastal liner which in World War II served as a repair shop for ships damaged on the watery battlefields of the Pacific.

Built in 1907 as a coastwise steamer for the Fall River Line, the SS *Massachusetts*, as she was then known, was drafted by the Navy in 1917 and converted to a minelayer. In a new dress of camouflage and with a new name —*Shawmut*—she helped lay the North Sea minefield. It was punishing, hazardous work—bucking icy squalls and heavy seas, constantly subject to attack. But it was her job and she did it well.

For the *Oglala* there was no honorable discharge after hostilities ended. Although she was small—4,200 tons—the Navy still considered her a valuable addition to the fleet and, in 1920, converted her to an aircraft tender.

Her days were serene and routine as she helped along the growth of naval aviation, which soon outstripped her in size and usefulness. By 1928 a new job was found for her. Again with a new name—her present one—the *Oglala* returned to mine duties as flagship of Mine Division 1.

WEAR, TEAR AND REPAIR were the concerns of the Oglala's engine over haul shop. Her technicians worked miracles, keeping 7th Fleet vessels in trin

When the Japs lashed at Pearl Harbor the *Oglala* was moored alongside another vessel. An enemy torpedo sped under her bottom into the hull of the other ship, exploding the other and sinking the *Oglala*.

For months she lay on the bottom. The valuable time of repair parties had to be devoted to the more important operations of salvaging capital ships and putting shore installations back in order. When she was finally brought to the surface, she looked ready for nothing but the scrap heap. Her superstructure was crumpled, her engines clogged with mud and rust.

Swiftly the workmen worked her over, installing new engine parts an placing a temporary plywood supe structure in place of the ruined on Unescorted the *Oglala* steamed California, where she was completel refitted as a modern repair ship an armed with enough guns to defend he against air attack.

During the war she served with th 7th Fleet, a haven of refuge for litt ships and tired men. Her machi shops, electrical department, rad technicians, supply officers and docto performed miracles with worn hul and bodies.

Weary crews of other small shi liked to visit her overnight, for the was always a movie and ice crea aboard to create a holiday air rem niscent of her Fall River Line days.

AS THE SHAWMUT, the Oglala was a seaplane tender after World War I in which she served as a minelayer.

Official U. S. Navy photogra

AS THE OGLALA, the one-time SS Massachuset today sports trim lines and a scrappy coat of war pair

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes; no private reply will be made.

First Ship in Tokyo Bay

SIR: Since V-J Day the USS *San Diego* has repeatedly received credit for being the first allied ship to enter Tokyo Bay, whereas she was actually 19th. The first ship inside the bay was the USS *Revenge* (AM 110), which lead a minesweeping formation consisting of the USS *Token*, USS *Tumult* and USS *Pochard* and 10 motor minesweepers, followed by three motor gunboats and one auxiliary minelayer.

When the channel and anchorage were considered safe, the USS *San Diego* made her entrance.

We realize that since the USS *San Diego* is a first line ship it would naturally be more in the limelight and receive more publicity than the smaller fleet units, but it certainly does take the small ships to back up the big ones and make any operation a success.

We're writing you to set the record straight.—Four Sailors, USS *Revenge*.

SIR: We've heard that the USS *San Diego* is to receive a $25,000 prize for being the first allied surface vessel to enter Tokyo Harbor. Is this true? For your information, it was the USS *Revenge* which was first to enter the harbor, and we think credit should be given where it is due. Also it seems especially appropriate that a ship named the "Revenge" would be the first to enter the harbor.—Seven Enlisted Men, USS *Token* (AM-126).

• *The* USS Revenge *was the first allied ship to enter Tokyo Bay. As for the scuttlebutt regarding the twenty-five thousand buck prize, it's news to Washington.*—ED.

Last Shot Against Japan

SIR: Your October 1945 issue, p. 51, states that the "last naval salvo of the war to hit Japan was fired from the heavy cruiser *St. Paul* on 9 August."

Your attention is invited to the action reports submitted by CTF 92, North Pacific Force, and CO of USS *Concord*, which covered an anti-shipping sweep in the Sea of Okhotsk and along the Kuril chain and bombardments of Matsuwa, Kurabu Zaki, and Suribachi Wan, Paramushiro, on the night of 11-12 August (WLD).

From the *Concord* action report you will note that cease firing order was given at 1106, 12 August (WLD).

From the above, I believe, you will find that it was the *Concord* which fired the last salvo of the war against Japan.—J. A. R., Capt., USN.

• *From this more recent information, we are glad to record for future historians (as well as for the crew of the* USS Concord), *that the* Concord *fired the war's last shot at the Japs and use her picture (above).*—ED.

American Area Ribbon

SIR: Now that the American area ribbon has been authorized for practically everybody, some of us who earned our ribbon by battling the submarines and cold weather in the North Atlantic wonder if the Navy isn't going to be big-hearted and let us wear a star or something else to indicate that we *didn't* get ours sitting at a desk in the States.—E. R. B., Lt. (jg), USNR.

• *No such action is contemplated.*—ED.

Dunk, Dunk, Dunk

SIR: Your article entitled "Dunk, Dunk, Dunk" on p. 28 of the October 1945 issue says that Angus G. Kean is a BM3c. When was *that* rating established?—B. W. G., Y1c, USN.

• *During the night, between watches. Kean is a BM2c.*—ED.

Points for NROTC

SIR: I was in the NROTC while in college from 1941 to 1942. During that time I also took summer cruises in the NROTC. May I count any of that duty as active duty under the point system?—A. B. L., Lt., USNR.

• *No credit may be allowed for summer cruises or other forms of duty with the NROTC* prior to 1 July 1943. *However, all active duty in the NROTC after that date may be counted for points under the demobilization system.*—ED.

Att: CO of ATR-2

SIR: You mentioned on p. 75 of the September 1945 issue that men who served aboard the ATR-2 (Fire Fighting Unit "0") have been awarded the Navy Unit Commendation. If so, then why haven't we received it?—A. L. M., S1c.

• *Because BuPers has not as yet received from your CO the list of names eligible for the award and there is no muster roll of the crew available in BuPers.*—ED.

USS Belleau Wood

SIR: We are planning to publish an illustrated history of the USS *Belleau Wood*, which we want to send free to every man who served at least three months aboard the ship.

So that former shipmates will send us their forwarding addresses, we hope that you will publish our letter. Those desiring a copy should write to: Editor, "Flight Quarters", USS *Belleau Wood* (CVL 24), c/o F. P. O., San Francisco, Calif.—J. W. A., Lt., USNR.

Abbott Hall, USNR

SIR: Your readers who are graduates of the U. S. Naval Reserve Midshipmen's School, Abbott Hall, Northwestern University, will be interested to learn that the book, "*Abbott Hall*, USNR," which was distributed to the 24th and 25th classes of the school, is being reprinted in a second edition to meet the demand from other classes.

The book has 175 pages and contains more than 100 pictures of midshipman life with accompanying text. Bound in blue cloth with gold stamping, its cost is $2 per copy. Any profits will be turned over to the Navy Relief fund.

Those interested may send checks or money orders to Owen B. Jones, treasurer, Room 1116, 140 S. Dearborn St., Chicago 3, Ill. It is suggested that books be sent to home addresses, not to ships or overseas bases.—W. H. F., Lt. Comdr., USNR.

$3,600-Per-Year Man

SIR: A statement on the back cover of your September issue has certainly messed up my love life. Until my girl friend saw that issue she was perfectly satisfied in being taken to free USO dances instead of the Stork Club, to cheap movies instead of to Broadway plays, and drinking beer instead of champagne—because she didn't think I could afford such high living on a seaman first class salary.

But now she has discovered that an apprentice seaman is as well off as a civilian with a $3,600-per-year salary.

Please, Mr. Editor, print the proof of your statement, as the young lady is accusing me of holding out on her and making outrageous demands on my pocketbook.—J. G., S1c.

SIR: So an apprentice seaman makes as much as a civilian earning $3,600 per year! This statement is supposed to have been figured by a financial weekly. Frankly, I think it is gross misinterpretation of the fact.

The way I figure it, an apprentice seaman gets $600 per year. Consequently, the other $3,000 would be accounted for by his food, medical attention, clothing and housing. That statement has somewhat shaken my confidence in the word of ALL HANDS. If it's true, then a lot of us guys who are considering shipping over to the regular Navy would be interested in seeing the actual break-down of the figures.—S. G. L., GM3c, USNR.

• *Our source was* Barron's National Business and Financial Weekly, *24 Apr 1944. Personnel interested in further details may write directly to Barron Publishing Company, 40 New St., New York 4, N. Y.*—ED.

No Favoritism for USN-Is

SIR: We have been told that inductees (USN-I) are soon to be released by the Navy, regardless of the number of points they have. Any truth to the information?—B. B., S2c.

• *None whatever. Inductees who now have enough points for release under the demobilization are eligible for discharge. Otherwise, they have to wait until they have accumulated sufficient points.*—ED.

Can't Buy Discharge

SIR: Is it still possible to buy one's way out of the Navy? Please give details.—A. B., AS, USNR.

• *No, the practice was discontinued in 1916. It was originally provided for by the Act of 3 Mar 1893 which said that the President might in time of peace and at his discretion prescribe rules enabling personnel to purchase their discharge from the Navy or Marine Corps (27 Stat, 717, Ch. 212). The amount of money which had to be paid for the discharge depended upon the period of time that the man had been in the service.*—ED.

Lone Star State Flag

SIR: On p. 3 of the August issue you ran a picture of a beach signal flag being planted on the shore of Tokashiki Island, which you say was used to signal to the coxswains on landing craft offshore. I was there, and know it was the Lone Star State flag which was planted by a loyal Texan with the 77th Division. A blinker light was used to communicate with the ships offshore.—R. H. D., F1c.

• *See photo above for flag planted deep in the heart of Tokashiki.*—ED.

Rescue Ship: USS Edmonds

SIR: We notice in your June 1945 issue, p. 29, under the article "D (for Debate) Day" that the captain and executive officer off the USS *Bismarck Sea* were picked up by "cans."

We'd like to correct that statement as it was our ship—the USS *Edmonds* (DE 406)—which picked up some 373 men from the USS *Bismarck Sea*, and the skipper and exec were among them.

We're proud of our ship and would like to see credit fall where it is due. First comes a communique which stated that LCIs and landing craft did the rescuing. Then *Our Navy* comes out with the dope that the Coast Guard did it! And now you say it was "cans."

It looks like us DEs don't rate. Let's have some dope on the little ships that are always in there slugging away but who hardly ever rate a by-line.—W. B. B., FC3c, USNR.

• *To set the record straight we got in touch with Captain Pratt who told in glowing terms how the men from the* USS Edmonds *had fished him and his men from the water when the* USS Bismarck Sea *went down—and how the* Edmonds, *the skipper assured us, loomed up more important than the Navy's biggest battlewagon.*

Captain Pratt also told us that a bronze plaque has been sent to the USS *Edmonds inscribed: "To* USS Edmonds *from The Survivors* USS Bismarck Sea *in grateful appreciation of the heroic and unselfish assistance given us during the night of 21 Feb 1945 in the Battle of Iwo Jima."*

Just as Joe Doakes, S1c, has not received as much honor for his part in the war, as has a hero who performed some feat which made big news, so too have the multitude of small ships not come in for all of the credit and publicity which their work and effort deserves. (The "big" operations wouldn't be big if it were not for the hundreds and thousands of small ships and units whose work has contributed to the final success.)

The letter we print below indicates how easy it is to overlook an important unit of an operation, and we apologize for the unintentional slight of the small ships and activities (among which, incidentally, we likewise consider ourselves).—ED.

Mercy Ship

SIR: As soon as your August issue arrived and we learned it contained an article on "Our Growing Mercy Fleet" all hands eagerly grabbed the copies to see if any mention was made of our rescue ship. We are a PCE(R), which means Patrol Escort and Rescue, with strong emphasis on *rescue!*

Speaking for all hands we are not so much interested in blowing our horn as to avoid that deflated feeling of being constantly ignored. We appear (though not recognizable by a stranger) in two pictures in the August issue.

On page nine, you say it is an "assault" craft lying alongside the *Solace*. You're wrong—it's we! And on page 14 in the story "They Return to Fight" there we are again receiving survivors from the *Evans*.

At Okinawa we received and later transferred to hospital ships over 2,000 casualties and survivors, nearly all taken from damaged Navy ships, along with doing patrol and escort work.

We, together with our sister ships, the 851 and 852, made our debut at Leyte. Later the 851 participated in the Mindoro invasion while the 852 and 853 were assigned to the Lingayen Gulf operations. The 851 was also at Iwo Jima. All three of us were at Okinawa and could have used plenty of help. The 855 and 856 did arrive later. In all there are 10 of our class equipped with medical facilities manned by a medical officer and 12 pharmacists mates, and designed especially for rescue work.

We're not bragging because just like all the other ships we only did that for which we were built, but it was the PCE(R) that added the element of speed in the evacuation of casualties to hospital ships.—D. S., Lt., USNR.

Arctic Circle Certificate

SIR: The boys who took a balmy cruise across the Equator rate the Neptune Certificate which you published in your June issue, p. 38. It's a swell souvenir of the trip. But those of us who made the trip to Murmansk with the Armed Guard and aboard escort vessels have nothing to remind us of our experience except the memory of the awful cold and danger.

Why doesn't the Navy issue a certificate for which we would be eligible, since it was never our good fortune to draw a tropical cruise?—L. D. P., S1c, USNR.

• *It does (see above). The Arctic Circle certificate (sometimes called the Polar Bear certificate) is issued by the Navy to men who have crossed the Arctic Circle.*

Individuals eligible for the certificate should obtain them from the CO of the ship on which they crossed the circle. COs may obtain the certificates without cost and in quantities from the Naval Supply Depot, Norfolk, Va.—ED.

Insignia

SIR: In explaining what the Army Distinguished Unit Badge is (ALL HANDS, October 1945, p. 39), you fail to point out that when worn by naval personnel it is worn on the *left* breast next after the Presidential Unit Citation, while Army eligibles wear it on the right.—W. S. E., —Lt., USN.

• *Quite true.*—ED.

BCD Not Carried Over

SIR: I received a Bad Conduct Discharge from the Navy in 1943. In 1944 I came back into the Navy for another enlistment. Will the BCD keep me from getting an honorable discharge?—R. F. P.

• *Your BCD from a previous enlistment will in no way affect the type of discharge you get for your present enlistment.*—ED.

HOW DID IT START?

Homeward Bound Pennant

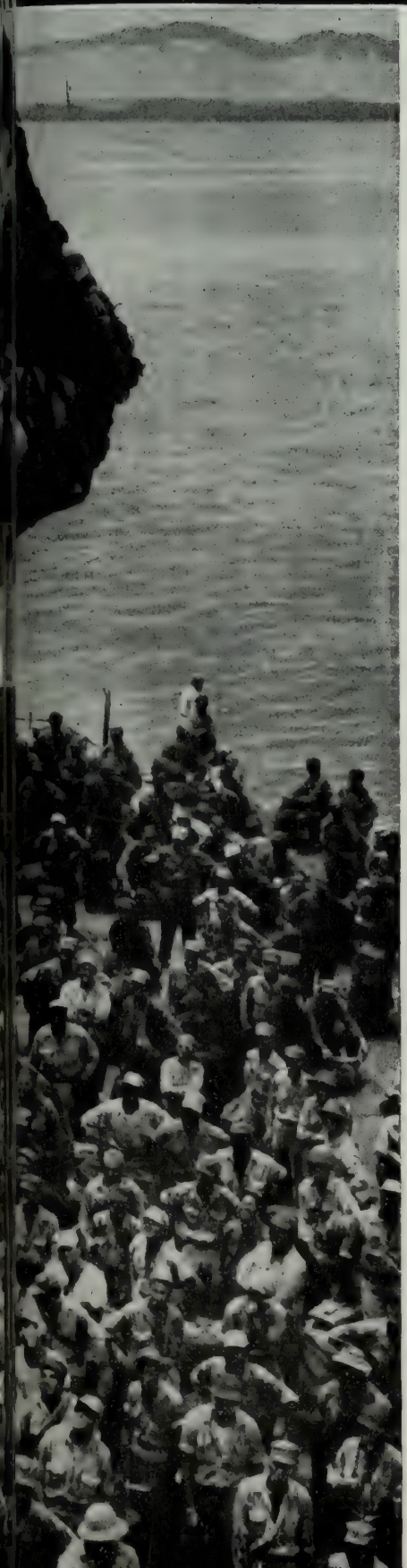
In the long ago, as now, no flag in the locker was big enough to express the joy of turning homeward after a long tour of duty, so the sailmaker would make a special one—a homeward bound pennant. In peacetime the pennants were made of finest silk, because they were later to be cut up and distributed among the personnel as souvenirs with the captain taking the first star on the hoist, the executive, the second until the very newest seaman had his. At times the length of the homeward bound pennant was so great that it required an inflated hog's bladder to keep the end afloat.

The formula has changed many times. Today it generally provides one foot of length in the pennant for each man who has been in the ship a year on foreign duty, plus one inch for each man per month above a year.

And this is why the little sub tender, *Orion*, trailed a pennant 400 feet long when she steamed into New York for Navy Day 1945.

'MAGIC CARPET', code name for Navy's transport fleet, continued to expand last month as more combat ships joined service. Above: Assault transport loads up in Leyte Gulf. Upper left: One of many carriers getting bunks installed on the hangar deck. Center left: Sailor now civilian comes home. Lower left: Homebound veterans enjoy sun on flightdeck in Pacific.

THE MONTH'S NEWS



MAGIC CARPET WITH 889 SHIPS SPEEDING RETURN OF VETERANS

PERIOD 21 OCTOBER THROUGH 19 NOVEMBER

Tough Task

That demobilization and readjustment for peace is as tough a task as mobilization and adjustment for war was becoming increasingly evident last month.

In a world at war, the answers to most problems, foreign and domestic, came by merely applying the $64 question; will it help win the victory? In a world at peace, the single-mindedness was gone, the answers difficult.

There was THAT bomb. It had a definite and certain role in war but its role in peace was not so definite (p. 52). There was little questioning of how the Army and Navy were to get the job done during the war; now there was the question of how they are to get the job done in peace—and the next war, should there be one (p. 43). Control of former Jap-held territory had become controversial whereas during the war there was no question —at least as to who should NOT have control. War production was an unquestioned necessity; peace production did not go unquestioned (p. 55).

But even as the World awaited solution of these problems of readjustment there were signs of a return to normal elsewhere. Veterans were returning to their homes and jobs (see below). Elections here and abroad signalled a reawakening of political interest (pp. 56 and 53). Interest in the Army-Navy game soared (p. 57).

Even Thanksgiving, back on schedule, was nearly normal for most food items had been removed from the ration list (p. 57).

Home by June

"Magic" really is the name for that "carpet" which Johnny is riding home. By June—10 months after V-J day—the 7,000,000 men it took three years to carry overseas will be back home.

Already more than a third of the total has been brought home by the "magic carpet," code name for the shuttle service being operated by the Naval Transportation Service with the aid of the War Shipping Administration and the Army.

But still overseas on 1 November were 4,430,000 men scattered throughout the three major theaters—the Pacific, Europe and the Indian area. Currently, the shuttle service is hard-pressed to lift all those eligible for discharge. The situation is particularly acute in the Pacific where considerably more men are eligible for return than there is available space. But, according to Rear Admiral Howard A. Flanigan, assistant CNO for transportation, the backlog will be reduced largely by January and wiped out by April.

Hacking away at the backlog as of 10 November were 889 vessels ranging from battleships down to transports. More ships will be added until the "carpet" is able to deposit on U. S. shores an average of 870,000 military passengers a month.

For the 1,440,000 Army and 10,000 Navy personnel in the European theater on 1 November, Admiral Flanigan had this cheerful promise: they'll all be home by the middle of January with the exception of those engaged in occupation, supply or clean-up activities. Participating in the Atlantic operation on 10 November were 371 ships having space for approximately 475,000 military passengers. Composition of the Atlantic "carpet" at that time was: 1 battleship, 4 large carriers, 1 escort carrier, 3 Independence-class carriers, 2 heavy cruisers, 4 light cruisers, 4 hospital transports, 47 troopships, 87 converted Victories, 217 converted Liberties and the huge *Queen Mary*.

LAST JANUARY

Carrier planes struck Jap bases on Formosa, Okinawa, Indo-China, China coast; fleet units shelled Bonins, Kurils. On 8 January, giant amphib forces invaded Luzon at Lingayen Gulf. In Europe, Yanks erased the Bulge and Red Army drove toward Berlin.

JANUARY 1946

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

CHEERING SAILORS wave discharge papers aloft as they happily race from the separation center in Los Angeles after getting releases.

In the Pacific, all the 1,430,000 Navy, Coast Guard and Marine personnel and the 1,360,000 Army people (on 1 November) except those in occupation units are scheduled to be returned by June. Engaged in the Pacific operation as of 10 November were 489 ships having space for slightly under 700,000 passengers. Included were: 6 battleships, 7 large carriers, 4 Independence-class carriers, 45 escort carriers, 21 light cruisers, 164 troopships, 165 assault transports, 30 hospital transports, 7 converted Liberties and 40 miscellaneous craft.

Engaged in bringing the 200,000 Army and 3,000 Navy personnel home from India as of 10 November were 29 troopships having capacity for about 90,000 men. According to the schedule, all eligible military personnel will be brought home from this area by April.

Before November, the only major warship engaged in evacuating U. S. personnel from the European theater was the carrier *Lake Champlain.* During November she was joined by the large carriers *Enterprise, Randolph* and *Wasp;* the light carriers *Monterey, Langley* and *Bataan;* the heavy cruisers *Augusta* and *Portland;* the light cruisers *Savannah, Philadelphia, Boise* and *Reno,* and the battleship *Washington.*

In the Pacific repatriation service, the only major fleet unit engaged before late October was the famed carrier *Saratoga.* Since then the Sara has been joined by the Essex-class carriers *Ticonderoga, Bunker Hill, Bon Homme Richard, Hornet, Hancock* and *Yorktown;* the battleships *Arkansas, Colorado, Maryland, Nevada, Texas* and *West Virginia;* the light carriers *Belleau Woods, Cowpens, Independence* and *San Jacinto.* Principal additions still to be made to the Pacific operation after mid-November were 38 assault transports.

Besides the "carpet" craft there were many other ships and plenty of airplanes helping to bring Johnny home. All combat ships in the active fleet, other combat ships not assigned to the Fleet or the shuttle service, cargo vessels and tankers were carrying as many high-point military passengers as space allows. In the case of these "extra" combat ships, many of the crew members also were on their way home for discharge.

As for planes, 175,356 military passengers had been flown home from Europe alone by 10 November.

Navy Seeks Atomic Test

While men the world over, in every walk of life, discussed, argued, condemned, expressed alarm over and generally worried about the atomic bomb and its future (see World Affairs, p. 52), it was revealed that the Navy hopes to test on naval vessels the effect of the world's most destructive force.

Obviously, plans would have to be elaborate and worked out in minutest detail, but the results of such a test might well have a far-reaching effect on the future of the Navy.

As revealed by Navy spokesmen, a test on a simulated fleet in formation would be in two parts. In the first phase, the destructive capacity of the bomb when exploded in the air above the vessels would be tested. In the second, the power of the bomb when detonated beneath the surface in the vicinity of the ships would be gauged.

Setting up the test would present many problems, the spokesman said. In an above-surface test a shallow water area is desirable so as to permit examination of the wreckage—should there be any. In a below-surface test deeper water is necessary so as to avoid reaction from the bottom. Difficulty in keeping the ships in any semblance of formation in deep water is still another factor in the second test.

"Guinea pigs" for the Navy's atomic bomb tests, it has been indicated, may come from remnants of the Japanese fleet, which are to be destroyed under an agreement among the United States, Great Britain, the Soviet Union and China. According to Secretary of State Byrnes, major Jap units to be destroyed are one battleship, four carriers, four cruisers and fifty-one submarines.

Oldest at 20

Commissioned in October 1925, the Navy's oldest aviation squadron, Utility Squadron One, this year celebrated its 20th anniversary as the "handyman" of the Fleet's combat planes and surface ships.

Initial major project for the squadron was the First Alaskan Aerial Survey Expedition of 1926, a task that took them to Kanaga Bay to do the aerial mapping of that previously uncharted area. Since then the role of the squadron has been improvement of antiaircraft gunnery, photographic assignments, air-sea rescue, convoy coverage, search missions, air patrols, special aerial transportation, radar and radio calibration checking, and "spotting" for torpedo target practice.

High spot in the important but unspectacular jobs of Utility Squadron One came at Pearl Harbor on 7 Dec 1941. Within a few minutes after the first alarm of the Jap attack, the squadron's crews had mounted machine guns in the cockpits of their small amphibious planes and were taking off after the enemy. Left unharmed because the Japs ignored them as unimportant targets, every available plane took off for search, observation — and combat duty. Some crewmen even took along rifles for chance potshots at the attackers.

At present the squadron is based at the Naval Air Station, Moffett Field, Calif.

Immortal Immortalized

To serve as a "symbol of American valor and tenacity in war, and of our will to fight all enemies who assail us," the "Big E" will be preserved for posterity, joining the ranks of such Navy "immortals" as the *Constitution* and the *Constellation.*

President Truman has approved Secretary Forrestal's proposal that the *Enterprise,* one of the 3 surviving carriers of the 7 which the United States had at the time of Pearl Harbor, be saved from the scrap heap.

With one of the most active records (ALL HANDS, Nov 1945, p. 18) of any warship in the Pacific war, the *Enterprise* participated in some 20 engagements, her planes and guns destroying nearly 1,000 enemy planes and her squadrons sinking 74 enemy ships. In the extensive operations, the *Enterprise* was hit more often than any other carrier in World War II. Six times she was seriously damaged.

In urging the President to authorize preservation of the *Enterprise,* Secretary Forrestal wrote:

"Time has accomplished what the enemy failed to do in four years of desperate and costly effort; the *Enterprise* must be taken out of service because modern planes cannot be flown in combat from her flight deck.

But before she joins the immortals, "Big E" has one more job—shuttling troops home from the European theater (see p. 41).

Jew BuDocks Chief

Rear Admiral John J. Manning, director of the Eastern Pacific division of the Bureau of Yards and Docks, will succeed Vice Admiral Ben Moreell as chief of the Bureau when the latter relieves Vice Admiral S. M. Robinson as chief of the material division in the office of the Assistant Secretary of the Navy.

Rear Admiral Manning

Admiral Moreell, who has headed the ureau of Yards and Docks for eight ears, will take over the material divion when Admiral Robinson retires Jan 1946 to assume administrative irection of the Webb Institute of Iaval Architecture in New York.

Admiral Manning has been director f the Bureau's Eastern Pacific divion since 22 June 1945.

ecNav Backs 'Security Plan'

A plan retaining separate Army and Iavy departments in the cabinet, hile unifying command in the field, esearch, intelligence and some miliary training phases, was Secretary of e Navy James V. Forrestal's counr-proposal last month to the Armyacked proposition for outright ArmyIavy consolidation.

The merger proposal prompted arm discussion everywhere, while in e Senate Military Affairs Committee earings on legislation which would orce the marriage, Army and Navy epresentatives frankly chose up sides ro and con.

Leading off for the proponents, Secetary of War Robert P. Patterson ketched the basic elements of the erger plan as (1) a single executive epartment of the armed forces, comrising all of the services now in the Var and Navy departments and (2) eaded by a civilian having the title f Secretary and cabinet rank; (3) a hief of Staff of the armed forces, the hief military advisor of the Secreary; (4) three major and coordinate ranches—the air, the ground, and the aval forces to include the Marine orps and fleet air arm—with common ospitalization and supply services.

Such consolidation of the armed orces would have these benefits, Secetary Patterson contended:

- Integration of our military proram and true unity of our security orces;
- Important savings in manpower, naterial and money;
- Centralized supervision and planing of scientific, industrial, and phyical resources and development;
- Preservation of the traditions of he existing forces, as coordinate disisions of the single department.

Taking his turn before the committee, Secretary Forrestal said he beieves unification of command in the ield has proven itself beyond question, ut that it should not be generalized nto the merger of the War and Navy lepartments for these reasons:

- It concentrates power in the hands of one secretary beyond the capacity of any one man to use that power . . . to obtain and digest the knowledge upon which its use could be based.
- It dilutes the civilian control over the military establishment as exercised by the President, the Congress and the civilian secretaries.
- It proposes a drastic and sweeping reorganization of a system for the common defense under provisions of our Constitution and the statutes of Congress which we have developed over 150 years.
- Efficiency, economy and effective administration are better guaranteed in separate departments, as proven by the splitting off of the Army Air Force from the Ground and Service Forces during the war for many functions, and the frequent success of new enterprises with smaller, more compact organization in the fields of great, established industries.
- We would lose the advantage of healthy American competition which resulted in the development of air-cooled engines, the proximity fuse and radar fire control.
- We would lose the benefit of the variety of opinion, which among other instances made it possible for the Navy to insist in the Joint Chiefs of Staff that the war against Japan could be pressed simultaneously with the war in Europe. As a result, victory over Japan came much earlier than had before seemed possible.

Urging caution in scrapping a "seasoned mechanism which has proven itself in the greatest war of history," Secretary Forrestal asked "that the matter of national security be dealt with in its broadest and most comprehensive aspects," suggesting that the President and Congress seek the advice of a committee for the study of national security named from representatives of Congress, the armed services and the labor, education, science, business and administrative fields.

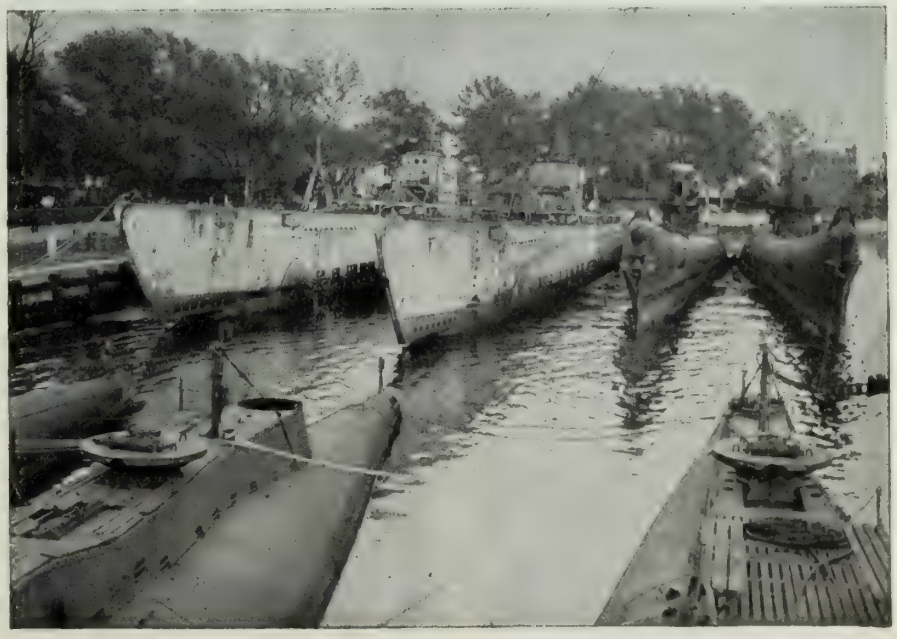
Proposals to the Senate committee for outright unification of War and Navy departments "fail to deal with vital problems within each of the military departments . . . [and] fail to give adequate attention to an effective co-ordination of all the departments concerned with national security . . ." the Secretary said in his statement before the committee.

SecNav endorsed in part a plan drafted by Ferdinand Eberstadt, his former associate in New York business and former chairman of the Army-Navy Munitions Board, which provides for a National Security Council to center around the secretaries of War, Navy, State and a newly-created Air Department.

It would have interlocking membership with a National Security Resources Board, which also would have representation from a Military Munitions Board and emergency war agencies or regular government departments dealing with price, supply, manpower, transportation and other matters. The Board would "establish and keep up to date—in times of peace as well as war—policies and integrated programs for the maximum use of the nation's natural and industrial resources in the support of national security." A committee with representation of labor, industry and agriculture would advise on matters involving the civilian economy.

Serving the Board and the Council would be the munitions board, a continuation of the Joint Chiefs of Staff, a central research and development agency, a central intelligence agency, and a military education and training board with War, Navy and Air representation and a civilian advisory board.

While supporting the Eberstadt plan in general, Secretary Forrestal reserved complete endorsement of the proposed Air Department, but agreed "with General Arnold that steps must be taken to prevent the Army Air



Photograph from Press Association, Inc.

SEVEN SUBS, many with war records, are moored at Philadelphia Navy Yard. Stripped of their secret gear they are up for sale as scrap.

Official Coast Guard Photograph

FIGHTING ON grimly in a different type of war, this LST was one of many U. S. ships battered in heavy seas as terrific typhoon hit Okinawa.

Forces from reverting automatically to their prewar status."

Also testifying or making public statements in support of the Navy's viewpoint were the Marine Corps Commandant, Brig. Gen. Alexander A. Vandegrift, Fleet Admiral Chester W. Nimitz, Vice Admiral Charles M. Cooke, Jr., and Admiral W. F. Halsey, who from his home at Wilmington, Del., declared himself for the Navy program as "the best, truest and most tested way of accomplishing a tough job."

Presenting pro-unification arguments and rebuttal were Generals of the Army Dwight D. Eisenhower and George C. Marshall, AAF Commander H. H. Arnold, Eighth Air Force Commander James H. Doolittle, and others. When Lt. Gen Doolittle declared Navy claims that seapower and carrier planes defeated Japan probably would result in B-29 fliers "resting uneasily in their graves," an exchange of letters resulted between Secretaries Forrestal and Patterson.

As this issue of ALL HANDS went to press, the issue of unification and the make-up of the nation's post-war military establishment continued hot in the halls of Congress and the quarters of America's fighting men.

Pacific News Speeded

News hungry home folks were kept up to date on Pacific war news developments this year, including the actual surrender, by the Navy's press and radio facilities, placed at the disposal of war correspondents.

Within eight months after it had begun operation, the Navy's short-wave radio communications transmitter KU5Q at Guam carried the broadcast of the surrender ceremonies from the deck of the USS *Missouri*. Before picking up this historic occasion, the station had broadcast more than 3,000 programs to the U. S.

Shortly after KU5Q was set up, transmitters were placed aboard the USS *Eldorado*. During the first six weeks of the Okinawa invasion these transmitters relayed more than 300 programs to the states via KU5Q. A shore station was established on Okinawa before the island had been secured.

News correspondents found Navy facilities essential and used them to file 4,500,000 words in nine months. This copy to papers and magazines was accompanied by 627 pictures sent by photoradio, either from Guam or direct to San Francisco from ships. In addition still pictures and movie films were flown to the states.

More than 200 correspondents accredited to CincPac/CincPoa used the Navy facilities. On 1 April, the day Okinawa was invaded, 38,000 words were transmitted through radio teletype channels.

'Captain Dixie' Killed

Called the "indestructible man" because he survived 65 shrapnel wounds when a Kamikaze struck his ship, the carrier *Ticonderoga*, off Formosa, Commodore Dixie Kiefer, USN, was killed Armistice Day in the crash of a Navy Beechcraft plane in the fog-shrouded Fishkill Mountains of New York.

Commodore Kiefer

"Captain Dixie" of the Navy's documentary film, "Fighting Lady," which was based on the exploits of an aircraft carrier, Commodore Kiefer, 49, had been commanding officer of the Naval Air Station at Quonset, R. I., since the war's end. Before taking over the *Ticonderoga*, he was executive officer of the *Yorktown* when that carrier was sunk by the Japanese. For heroism and meritorious service aboard the *Yorktown* he was awarded the DSM ar the Navy Cross.

Illustrative of the qualities whic made the colorful carrier skipper po ular with his fellow officers and h men was a remark he made earlic this year:

"I'm a professional man just payin back the United States for a marve ous education and 30 years' stead employment at a good job and goc pay. I'm not like the reserves wh volunteered to go to war with far le training. There's nothing heroic abou us 'regulars.' We aren't giving u homes, good jobs, pleasant shore live to go to sea."

Everything but Sub Chasing

A little ship with a number instea of a name, the subchaser PC-1119 h about everything but subchasing in i battle record which includes particip tion in 18 amphibious operatio against the Japs.

The battle record of the 173-foo steel-hulled PC includes action as co trol ship for initial assault waves, e cort duty, close-range bombardme of enemy shore installations, resc of survivors of the USS *Gambier Ba* and the downing of 4½ planes.

That "half" plane, a Kamikaz gave the "19" one of its close squeaks. As the suicide plane can down in a long, fast glide, the "1 swung into a sharp power turn wit her guns blazing. The Kamika missed the "19" by a scant 50 fee almost hitting a minesweeper as ended its plunge. Credit for downin the plane was divided among "19" ar other nearby vessels.

At Corregidor in February 1945, t "19" gave close-in fire support for t assault, making a run through hea crossfire from Caballo Island ar Corregidor to do the job. In the a tion the "19" suffered a hit on t forward deck which wounded fo men. Its mission completed, the P again pushed through the barrag picked up serious Army casualti from assault boats returning fro the Corregidor beachhead and the steamed to Meriveles Harbor whe the wounded were transferred to hospital LST.

Sent to help rescue survivors the sinking of the USS *Gambier B* off Samar, the PC picked up 183 su vivors, more than three times h normal complement. Badly injur men were taken to the ship's me hall where an improvised sick bay h been set up. All the subchaser's 6 odd bunks were turned over to t survivors. For the rescue work t "19" received official commendation.

Oddly enough, the "19" made i first contact with an enemy submari AFTER the war was over. She assi ted in accepting the surrender of J subs ordered to report into Subic Ba

Last road back. From the Jap nese Government the Army has r covered urns containing the ashes at least 2,600 Allied prisoners of w who died during imprisonment. Buri with full military honors will be a corded the victims in Japan unle relatives ask to have the urns se home. In a temple near Osaka, so diers found 1,200 urns, which we cared for by a priest.

Promotions. The following nominations to flag rank were recently confirmed by the Senate:

To be admiral:
Frederick J. Horne, USN.
Richard S. Edwards, USN.
John H. Towers, USN, designated by the President to serve as admiral while serving as Com5thFleet.

To be vice admiral:
Harry W. Hill, USN.
Ben Moreell (CEC), USN.
William S. Farber, USN.

To be rear admiral:
Donald Royce, USN.
Frederick W. Pennoyer Jr., USN.
Arthur C. Miles, USN.
Fred D. Kirtland, USN.
Harvey E. Overesch, USN.
Irving M. McQuiston, USNR.
Albert M. Bledsoe, USN.
William K. Phillips, USN.
John W. Roper, USN.
Stuart S. Murray, USN.
Emmet P. Forrestal, USN.
Edmund T. Wooldridge, USN.
Thomas H. Robbins Jr., USN.
William G. Tomlinson, USN.
Richard F. Whitehead, USN.
Charles Wellborn Jr., USN.
Daniel V. Gallery Jr., USN.
Walter F. Boone, USN.
Joseph F. Bolger, USN.
Stuart H. Ingersoll, USN.
Edward C. Ewen, USN.
Apollo Soucek, USN.
Edward O. McDonnell, USNR.
George W. Calvern (MC), USN, while serving as medical officer in attendance on the Congress.
Roger W. Paine, USN.
Claude O. Kell, USN.
Grover C. Klein, USN.
Thorwald A. Solberg, USN.
Frederic E. Haeberle, USN.
Norborne L. Rawlings, USN.
Andrew F. Carter, USNR.
Ellery W. Stone, USNR.
Oswald S. Colclough, USN.
Thomas G. W. Settle, USN.
Edmond J. Moran, USNR.
Giles C. Stedman, USNR.
Paul F. Foster, USNR.
Lewis L. Strauss, USNR.
Thomas B. Inglis, USN.
George C. Dyer, USN.
Charles B. Momsen, USN.
Felix L. Johnson, USN.
Herbert G. Hopwood, USN.
Maurice E. Curts, USN.
John E. Gingrich, USN.
Sidney W. Souers, USNR.
Luis de Florez, USNR.
Winchell M. Craig (MC), USNR, to be medical director.
Gerald A. Eubank (SC), USNR, to be pay director.
Wilfred J. McNeil (SC), USNR, to be pay director.
Kirby Smith (CEC), USNR, to be a civil engineer.
Gilchrist B. Stockton, USNR, while serving as naval aide and liaison officer to the U. S. High Commissioner to the Philippines.

To be commodore:
Ernest F. Robinson, USNR.
Robert C. Lee, USNR.
William A. Read, USNR.
Ralph S. Moore, USNR.
Carl E. Anderson, USNR.
Robert V. Kleinschmidt, USNR.
Milton K. Revill, USNR.
Roger W. Cutler, USNR.
N. Loyall McLaren (SC), USNR, to be pay director.
Richard M. Watt Jr., USN, while serving as director of Inspection Administration, Office of Procurement and Material.
Henry A. Schade, USN, while serving as director, Naval Research Laboratory, Anacostia, D. C.
Edmund E. Brady Jr., USN, while serving as technical advisor to the Brazilian Merchant Marine Commission.
Dudley W. Knox, USN (Ret), while serving as deputy director of naval history.
William G. Greeman, USN, while serving as director of naval petroleum and oil shale reserves.
Carlos A. Bailey, USN, while serving as chief of staff to commandant, 9ND, and commander Midwest Naval Area.
Herbert J. Grassie, USN, while serving as commander, USNTC, Great Lakes, Ill.
Henry R. Oster, USN, while serving as deputy director of logistic plans, CNO.
Robert G. Tobin, USN, while serving as port director, New York, N. Y.
Albert T. Sprague Jr., USN, while serving as chief of staff to Com5PhibFor.
Arthur Gavin, USN, while serving as commander, U. S. Naval Air Bases, Philippines.
Richard B. Tuggle, USN, while serving as commandant, NOB, Eniwetok and Atoll commander, Eniwetok.
Lemuel P. Padgett Jr., USN, while serving as director, petroleum and tanker division, CNO.
Alva J. Spriggs, USN, while serving as director of electronics division, CNO.
Kenmore M. McManes, USN, while serving as commander, U. S. Naval Group, France.
Paul B. Tuzo Jr., USN, while serving as ComUtWingServPac.
William M. Angas (CEC), USN, while serving as a superintending civil engineer.
Lewis N. Moeller (CEC), USN, while serving as a superintending civil engineer.
Thomas Blau, USNR.
Antoine O. Rabideau, USNR.
Alvin O. Lustie, USNR.
Joseph B. Lynch, USNR.
Isaac J. Van Kammen, USNR.
John M. Gill, USNR.
Claude O. Bassett, USNR.
Webb C. Hayes, USNR.
James E. Arnold, USNR.
Gene Markey, USNR.
David S. Ingalls, USNR.
John D. Small, USNR.
Howland R. Gary, USNR.
Warner N. Grubb, USNR.
Thomas B. Magath (MC), USNR, to be a medical director.
Richard A. Kern (MC), USNR, to be a medical director.
Don S. Knowlton (MC), USNR, to be a medical director.
Thomas M. Rivers (MC), USNR, to be a medical director.
Alphonse McMahon (MC), USNR, to be a medical director.
George C. Paffenbarger (MC), USNR, to be a dental surgeon.
John W. Landregan (SC), USNR, to be a pay director.
William L. Nelson (SC), USNR, to be a pay director.
Robert J. White (ChC), USNR, to be a chaplain.
Cuthbert P. Conrad (CEC), USNR, to be a civil engineer.
Roy M. Harris (CEC), USNR, to be a civil engineer.
Francis M. McCarthy (CEC), USNR, to be a civil engineer.
Robert C. Johnson (CEC), USNR, while serving as senior OinC of naval construction regiments.
Archibald D. Hunter (CEC), USN, while serving as OinC of a naval construction brigade.
Robert F. Batchelder (SC), USN, while serving as director, Navy Materiel Distribution and Disposal Administration.

Three strikes usually is out, but not for the USS *Birmingham*. On 4 May, while bombarding Okinawa, she suffered her third hit when a Kamikaze with a 500-pound bomb crashed through three decks. However, the fire was quickly extinguished. Almost two years ago she was torpedoed and in October 1944 she was badly damaged when the USS *Princeton* exploded alongside.

NAVY MOVIE STARS CROSBY, HOPE

HOPE, S2c, gets the word straight from wise old salt, co-star Crosby.

SUZANNE RIDGEWAY fills Hope chest—with hope!—in the film.

THE Navy hits the entertainment jackpot with the release of a mirthful movie, "Road to Home," starring the irrepressible comedy team of Bob Hope and Bing Crosby.

In the movie, Crosby and Hope, amid their customary antics, inspect the relative merits of various "roads to home"—over the hill, for example, versus the separation center route.

The film is ready for release now and will be in distribution within 30 days. Distribution plans call for the film to be sent to receiving ships, receiving stations and staging centers.

In addition, other activities based within the continental limits of the United States as well as transports may receive the film by making application through Training Aids Libraries. The picture is enlivened by flashes of scenes from a number of the movies in which Hope and Crosby were starred.

"Road to Home" was produced by Rainbow Productions, Inc., with the cooperation of Paramount Studios, in collaboration with the Civil Readjustment Division of the Bureau of Naval Personnel and Navy Photographic Services.

SLEEK, FAST, DEADLY—OUR NEW CBs

Official U. S. Navy photograph

USS GUAM, gun-bristling battle cruiser, at anchor between operations

SHE was sleek and fast and as deadly as an angry rattlesnake just out of a winter's hibernation but at a distance her appearance was deceptive. Pilots of the Kamikaze planes that bored in and out of the dawn took a quick look, judged her a last-war battleship, and kept coming, hoping for a kill. Closer in they made out her clean, trim lines, her long slender bow, and their explosives-packed planes rocked from near misses from her powerful AA batteries. The suiciders shied away and made for the flat-tops but not until two of them had been splashed by five-inch flak.

Such was the first day of combat for the 27,500-ton battle cruiser USS *Guam*, newcomer to the line.

Jap fliers made the same mistake with the *Guam's* sister ship, the *Alaska*, when she hove into sight off the Kyushus on her combat debut. She was one of several heavy units protecting carriers of Task Force 58 on 18 March of this year.

Shortly after 0810 a lookout on the *Alaska* spotted a Jap twin-engined bomber approaching from the stern. As the plane started a dive on one of the carriers, the *Alaska* opened fire with her five-inch, 40-millimeter and 20-millimeter guns. Hits were scored almost immediately and the plane's gas tanks were struck when it was less than half a mile from the carrier. It was just a harmless ball of fire when it hit the water.

In this operation, the *Alaska* was one of the large warships protecting the carriers *Enterprise* and *Saratoga*

First Battle Cruisers

The *Guam* and her sister ship *Alaska* are the first American battle cruisers ever to be completed as such although the carriers *Saratoga* and *Lexington* were designed for the purpose but converted before their completion. One other CB is scheduled for construction, the *Hawaii*.

Keel of the *Guam* was laid in February 1942 at Camden, N. J.; she was launched in November 1943 and commissioned at Philadelphia Navy Yard on 17 Sept 1944. When she put to sea for her shakedown to Trinidad on 25 October she was the most powerful cruiser ever built, outweighing by 1,000 tons the ill-fated German *Scharnhorst* and *Gneisenau*, and by 500 tons their French counterparts, *Dunkerque* and *Strasbourg*, both scuttled at Toulon. More than 800 feet long and with a beam exceeding 80 feet the *Guam* packs a 12-inch gun wallop like the old battlewagon *Arkansas*, plus a formidable array of twin-mounted five-inch dual purpose antiaircraft guns and 40 and 20-mm. cannon.

Set Record

Capt. Leland P. Lovette, USN, took command of the *Guam* after a tour of shore duty as Director of the Navy's Office of Public Information. During her 55-day shakedown he tested both his new ship and new crew and found them both capable and seaworthy after establishing a new night gunnery record in the Gulf of Paria, almost land-locked shakedown area.

Post-shakedown repairs and alterations kept the *Guam* in Philadelphia Navy Yard until 18 Jan 1945 when she left for the combat zone. A damaged bearing on main shaft number two forced her to put in at Guantanamo, Cuba, where machinists restored the bearing to proper working order in three days' time. The work of the men forestalled any possibility that the *Guam* might be forced to return to a repair base rather than proceed to a combat area. After a few days at Pearl Harbor, where she was inspected by Secretary Forrestal, the *Guam* headed towards Japan and a rendevous with the far ranging, fast moving Fleet.

Construction of the *Alaska* was begun 10 days after the attack on Pearl Harbor and she was launched on 20 Nov 1943, then commissioned 17 June 1944 at the Navy Yard, Philadelphia.

Their job done, all underwater demolition teams (ALL HANDS, Oct 1945, p. 12) have been withdrawn from forward areas in the Pacific, bringing to a close one of the war's most secret operations. From the Tarawa landing in 1943, no major amphibious assault was attempted until UDTs had accomplished their mission of pre-assault reconnaissance and destruction of the enemy's underwater beach defenses.

A wooden fleet of British warships hoaxed German submarines and lured air attackers away from the big British naval bases of Scapa Flow and the Firth of Forth for two years, according to recent London disclosures.

Queens of the phantom fleet were three 7,900-ton merchantmen. Two of these were converted into wooden replicas of the 33,500-ton battleships *Revenge and Resolution*. The third was camouflaged to look like the 12,000-ton carrier *Hermes*. A real battleship, the 33-year-old *Centurion*, disarmed under the Washington Naval Treaty, also was used in the deception, being converted into an imitation of the new battleship *Anson*.

The bogus *Hermes* was wrecked in 1941 and the two other merchantmen were returned to their owners and are now back in service. The former *Centurion* was sunk shortly after D-day as a blockship to form part of the breakwater off the Normandy coast.

First veteran to receive a physical therapy scholarship from the National Foundation for Infantile Paralysis is Robert E. Wightman of Pittsburgh who was a pharmacist's mate, first class, before he was honorably discharged.

Wightman was in the Navy three years and served with the Marines during the invasion of Bougainville. Before entering the Navy he took premedical courses at the University of Pittsburgh.

Other scholarships are available to veterans under the Foundation's nation-wide $1,267,000 free training program. Applicants for scholarships must be graduates of accredited schools of nursing or physical education, or have two years of approved college study with twelve semester units of basic science, including biology. For further details write the National Foundation for Infantile Paralysis, 120 Broadway, New York 5, N. Y.

Champ Pop. Claimed by his mates to be the highest paid seaman in the Navy is Pembleton J. Wesley, who lists 14 children as dependents and draws $364 a month. Of Indian descent, Wesley is 38 and entered the Navy May, 1944. His children range in age from eight months to 18 years.

Pacific Islands. Our forces had occupied 13 per cent of the 209 major islands in the Pacific by the time of the Japanese surrender. Of the remaining 87 per cent, 26 per cent had only natives and 20 per cent were uninhabited. The rest were Jap-controlled.

Where They Were

When the war ended nearly two-thirds of the Navy's officers and men were outside the states. There were about 2,000,000 in the Pacific, about 134 000 in the Atlantic, and 1,252,000 in the states.

At more than 400 places in the Pacific were 38,000 officers and 509,000 enlisted men. Approximately 118,000 officers and 1,151,000 enlisted men were on ships, with nearly half a million on combatant units. Auxiliaries and amphibious vessels claimed about 600,000 personnel. With the Naval air arm were about 35,000 officers and 186,400 enlisted men.

This is how the Navy shifted its personnel out of the country as the tide of war began turning against Japan: In December 1943 45% of the Navy's officers and men were outside the country. By June 1945 that percentage had increased to 63.

Liberated along with the thousands of other prisoners of Japan was the USS *Stewart* which the Japanese captured in drydock in Surabaya, Java, 2 Mar 1942. The destroyer has returned to duty in the Pacific Fleet after being placed in commission 29 Oct at Hiro Wan in ceremonies attended by all flag officers in the harbor. Welcoming the *Stewart* back into the Fleet was its new executive officer, Lt. (jg) G. T. Burns, USN, who was motor machinist, first class attached to the *Stewart* when she was abandoned at Surabaya.

In tribute to the famed newspaperman who chronicled their carrier's exploits, crew members of the USS *Cabot* recently were presented cigarette lighters engraved "In Memory Ernie Pyle—1945," the gift of an American lighter firm. While he was aboard the *Cabot* during the first big carrier strike at Tokyo in February 1945, Pyle wrote: "My carrier is a proud one, and deservedly so—out of its heritage of action has grown a nobility."

The presentation was not the first time the crew of the *Cabot* had participated in a tribute to Pyle. When the SS *Ernie Pyle* was launched at Vancouver Navy Yard, a delegation from the carrier presented to the officers and men of the ship two radiophonograph combinations and a plaque with the inscription: "In Memory of Ernie Pyle, Shipmate, Admired, Remembered and Missed, from the Officers and Men of the USS *Cabot*."

Official U. S. Navy Photograph

ABOARD the USS Portland at Portland, Maine, Capt. Lyman A. Thackrey swears in 34 new Navy recruits in one of many ceremonies held on Navy Day.

Photograph from Press Association, Inc.

WEST POINT cadets view rifle on Enterprise in New York on Navy Day.

Commemorating the 170th anniversary of the United States Marine Corps and at the same time seeking to spur the Victory Loan drive, General Alexander A. Vandegrift, Commandant of the Marine Corps, on 10 November unveiled in Washington a 36-ft. statue depicting the famous flag raising episode atop Iwo Jima's Mount Suribachi. Present at the ceremonies were Maj. Gen. Graves B. Erskine, who commanded the Third Marine Division at Iwo, and PhM2c John H. Bradley, who is one of the three survivors of the episode.

Warning that the Navy's job in the Pacific did not end with the surrender of Japan, Fleet Admiral Chester W. Nimitz, USN, in a personal message to naval personnel in the Pacific, declared the naval service still has many obligations to the Nation—obligations which must be given priority over demobilization.

The tasks ahead, he said, are those involved in "the occupation of the Empire and its possessions, the return to the United States of hospital patients, repatriated prisoners of war, and high point personnel in the armed forces."

The Navy Nurse Corps got a new superintendent early last month when Lt. Comdr. Nellie Jane DeWitt was appointed to succeed Capt. Sue S. Dauser who retired. Except for a two-year period, the new superintendent has served continuously in the Navy Nurse Corps since graduation from nurses training in December 1918. Capt. Dauser, who entered the corps in 1917, is the first woman in the Navy to hold that rank.

Last Destroyer Sunk in the war was the USS *Callaghan*, which went down off Okinawa on 29 July 1945, less than an hour before she was to have begun her trip back to the states for overhaul.

Shortly after midnight, after the skipper had told the crew the good news, general quarters was sounded when a Jap plane was spotted. It was an old biplane and was driven off by heavy antiaircraft fire. However, the plane returned, hugging the water, and was unobserved until just before it crashed into the *Callaghan* on the starboard side. The plane exploded, its gasoline ignited. Several minutes later a bomb that had been attached to the plane exploded in the after engine room.

At 0050 the ship was ordered abandoned and she went down by the stern at 0234. Attempts to fight the fire were thwarted by exploding ammunition. One officer and 47 enlisted men were killed.

Reconversion at Marcus. Tiny Marcus Island, so important to the Japs during war, is being readied for an important peacetime mission by the Navy. Forces supplied by Rear Admiral F. E. M. Whiting, USN, are repairing airstrips on the 740-acre atoll for flights from the Hawaiian Islands to Tokyo.

When completed, these runways, 1,000 miles southeast of Tokyo, will save nearly a day's flight over routes now followed by NATS planes shuttling personnel and freight across the Pacific. The Navy is utilizing a powerful Jap radio station on the island.

Photographs from Press Association, Inc.

THEN AND NOW on Salerno Beach is pictured here. Top picture taken in September 1943 shows wartime action as men, equipment and supplies are put ashore. Peaceful scene of bathing and fishing (right) is Salerno today.

Tough Destroyer Lives

By all the rules, the destroyer USS *Haggard* should have gone down off Okinawa. A Kamikaze blast had opened a hole in her hull 20 feet long and 18 feet wide, extending from four feet above the keel to the waterline. Her forward engine room and forward and after fire rooms were flooded; seas swept across the deck amidships. More than 50 of her crew were dead or wounded.

But a few months later, the *Haggard*, game and alone, dragged into Pearl Harbor. Waiting was a message from Fleet Admiral Nimitz. It said: "The fighting ability of the *Haggard* has been proved again. Congratulations and welcome back to Pearl."

The story of how the officers and men of the *Haggard* refused to give her up was a fitting climax to 17 months of duty in advanced areas in the Pacific during which they polished off two subs, two planes and participated in landing and raiding operations from the Solomons to Japan's home islands.

It was 29 April when the destroyer was hit. She was in the screen of a carrier task force when a damaged Kamikaze crashed into the sea so close that it drove into the forward engine room near the waterline. A 500-pound bomb exploded on impact with the main engine frame between the cruising and high pressure turbines and the *Haggard* began settling.

The walking wounded pitched in with the rest of the survivors and in less than two hours after the crash flooding had been brought under control and the light cruiser USS *San Diego* was alongside to remove the wounded. Fresh water hoses and emergency pumps were transferred to the destroyer and stretchers rigged on trolleys. During this operation the crew knew that a sudden jolt might rupture another bulkhead and probably sink the ship. Already along the rail was the whaleboat and life rafts were bobbing in the sea—just in case.

The life rafts were not needed. After the *San Diego* got under way, the destroyer USS *Walker* took the *Haggard* in slow tow for the fleet anchorage at Kerama Rhetto. On this long trip the men tensed with each swell of the sea, wondering if the improvised shoring would keep the bulkhead in the after engine room from collapsing. There was no hot food aboard and the men could not sleep below decks. At any time during the night the ship might have sunk in a matter of minutes.

The next day, shortly after the ocean fleet tug USS *Cree* took over the tow, colors on both vessels were half-masted while the skipper conducted burial services for a machinist's mate, whose body had been recovered from the flooded forward engine room.

Official U. S. Navy Photograph

SALVAGE CREW raises bow of USS Pittsburgh from Agat harbor at Guam.

At Kerama Rhetto, the crew learned that their ship was far down on the work repair list because priority was being given to other damaged warships that could be quickly returned to action. But rather than have their ship scrapped, the officers and men organized salvage hunts. Ignoring air raids they scavenged among other ships in the harbor. Then they built a patch for the huge rent in the hull. For several days they pumped the water from three compartments. Then all hands pitched in on the machinery in the engine and fire rooms. Then the Ship Repair Unit of the USS *Zaniah* constructed two patches strong enough to permit the *Haggard* to put to sea once more.

It was this makeshift of machinery and patches that won Admiral Nimitz's admiration. On 6 August the *Haggard* was in Norfolk Navy Yard, having earned her rest.

Averaging better than three Jap ships sunk or damaged daily, Patrol Bombing Squadron 109 played a major role in the liquidation of Japan's merchant fleet in the last months of the war. In 61 days of combat missions which ranged from Singapore to Shanghai and Shantung to Hokkaido, "109" sank 118 medium or large enemy ships, damaged 87 more, shot down seven enemy planes and inflicted heavy damage to enemy ground installations.

Third-Timer. Oldest destroyer in the Navy, the USS *Allen* has been decommissioned again, the third time in nearly 29 years. First commissioned in January 1917, *Allen* was named for Lt. William Henry Allen and Lt. William Howard Allen, USN, heroes of the War of 1812. After service

with the Atlantic Fleet during World War I, *Allen* was decommissioned in July 1922, but was recommissioned three years later to serve as a training ship for Naval Reserve personnel. *Allen* again was decommissioned in March 1928 and lay idle until shortly before the U. S. entered World War II. Recommissioned in August 1940, the 1,000-ton, high-forecastled destroyer was ordered to Pearl Harbor for duty with the Hawaiian Sea Frontier.

Mines have damaged two American vessels in Japanese waters despite the efforts of a vast Allied fleet engaged in sweeping the Western Pacific of mines. The auxiliary-store ship USS *Bridge* and the LSM 114 are the victims. One crewman was killed on the LSM; none on the *Bridge*. Engaged in mine sweeping operations are 600 U. S. ships, 100 Jap minesweepers still operational and many Russian and British craft.

The disastrous typhoon which resulted in heavy loss of life and property when it struck Okinawa early in October caused little delay in the processing of military personnel eligible for release under the point demobilization program.

In the week following the typhoon, 7,500 high-point men were processed on the island and evacuated to the United States for discharge, despite the fact that nearly all naval personnel were engaged in clearing away the debris, evacuating and caring for the wounded and rebuilding facilities.

Included in the task of cleaning up after the storm is the salvage of 184 Navy and merchant ships beached during the storm. Of that number, 70 percent are expected to be salvaged within six weeks. To do the job nearly all salvage ships and tugs assigned to the fleets in occupied areas have been ordered to Okinawa.

Photograph from Press Association, Inc.

DRAFT BOARD in New Jersey finds out what it's like to eat C ration.

Official U. S. Navy Photograph

NAVY SEABEE CHIEF directs Jap work gang clearing dock area at a Nip port while sailors on ship look on. Seabees are stationed at Yokosuka.

Demobilized. As of 15 November, all war correspondents accredited to the Pacific Fleet assumed the status of civilian correspondents, Admiral Nimitz' headquarters announced.

New assistant director of the Waves is Comdr. Jean T. Palmer, Omaha, Neb., former BuPers assistant for the Women's Reserve to the director of enlisted personnel. Comdr. Palmer relieved Comdr. Tova Petersen Wiley who is now on terminal leave after completing 39 months of active duty.

Laboratory Director. Just back from Europe where he was chief of the Naval Technical Mission, Commodore Henry A. Schade, USN, has been appointed director of the Naval Research Laboratory, Washington, D. C., now part of the Office of Research and Inventions. He succeeds Rear Admiral Alexander H. Van Keuren, USN (ret), who has been the director since 1942.

When they return to civilian life most naval personnel will retain Government life insurance purchased during the war, it was found in a recent survey at two of the Navy's largest separation centers. Of those polled at one of the centers, 82.58 per cent indicated their intention to keep the insurance while at the other 78.1 expressed a similar intention. Under the Navy demobilization program, dischargees are being provided with information—audio-visual and printed—as to the method of continuing the life insurance. In addition, they are offered the aid of officers trained in Government life insurance methods.

Long Voyage. When the USS *New Mexico*, peacetime "Queen of the Fleet," steamed past Fujiyama to participate in the Jap surrender ceremonies, the 27-year-old battleship completed one of the war's longest travel records. In the 1,365 days from Pearl Harbor to Jap surrender, the *New Mexico* had steamed 183,000 nautical miles in World War II operations, participating in nearly every major campaign from Guadalcanal through Okinawa. Three times damaged in the operations, the *New Mexico* expended approximately 13,000,000 pounds of ammunition—a greater weight than was fired by any ship in any previous war in history.

Training for the Blow. A West Indies hurricane recently provided a laboratory at sea for midshipmen of the United States Naval Academy. During a training cruise, the midshipmen's squadron encountered a "blow" off Bermuda whereupon the squadron commander, Rear Admiral Frank E. Beatty, USN, ordered an intensive—and immediate—course of instruction on hurricanes.

Later at Cuba, when another hurricane was reported approaching, it was decided the squadron should attempt to outrun the storm. The squadron did—with the result that the midshipmen arrived in New York two days ahead of schedule.

Profits totaling $21,000 from two Navy-sponsored publications have been turned over to Secretary of Navy James V. Forrestal for the acquisition of permanent exhibits at the U. S. Naval Museum at Annapolis. Authored by Comdr. Walter Karig, USNR, and Lt. Welbourne Kelley, URNR, one of the publications was the 150,000-word "Battle Report" covering the first six months of naval war in the Pacific. Profits from the book amounted to $12,000. The other publication, written by Comdr. Karig, was the paper-bound "Second Battle of the Philippine Sea" which sold over 200,000 copies for a profit of $9,000.

Official U. S. Coast Guard photograph

IT'S BACK TO NORMALCY for Coast Guard as PBM rescues 11 year old injured boy in fall into engine of his father's fishing vessel 125 miles at sea.

"The prettiest sight I've ever seen. . . ." This is a sample reaction of crew members of Air Group Nine—only group in the war actually to witness the sinking of a Jap 45,000-ton super-battleship—the *Yamato*.

Helldivers and Hellcats from several air groups shared in her destruction, but it was torpedoes from six Avenger bombers of Air Group Nine that actually sent the *Yamato* to the bottom. Led by Lt. Thomas H. Stetson, USN, six TBMs scored six torpedo hits and seconds later a tremendous explosion was followed by a red burst of fire as the *Yamato* disintegrated and sank.

The date was 7 Apr 1945, when the *Yamato* made an ill-fated sortie out of the Inland Sea and was intercepted by planes of Task Force 58 off the southwestern tip of Kyushu.

Lt. (jg) William K. Gibson, USNR, led the second section of TBMs in the attack on the super-battleship. "When we broke through the clouds," he said, "there she was—about 2,500 yards away. I just had a chance to get squared away, drop my fish and head for the clear when the Japs let us have it. Cans, a cruiser and the 'dragon,' herself, let go and we got out. Brother, it was really something. But other pilots did their stuff and we watched. She was heeled over, way down in the water. The Jap cans came in to pick up survivors, but before they could get there, her whole superstructure went under. Then she blew. A big bolt of red fire geysered about 3,000 feet into the sky, right through the cloud we had just flown out of."

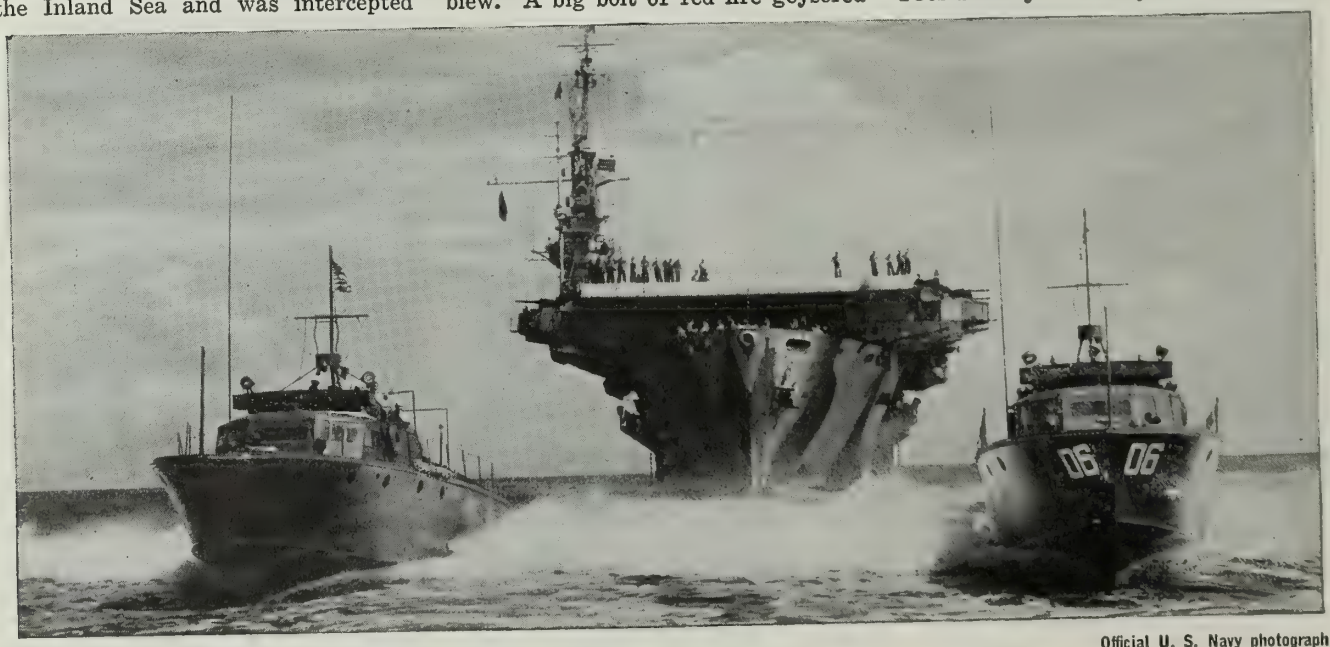
Pearls. An incidental return from our capture of Japanese mandated islands in the Pacific is expected to be a potentially valuable pearl industry. The industry, an extension of pearl culture in the Japanese home islands, is primarily on Koror, in the Palaus. It produced 4,106 pearls in 1931, 2,949 in 1932, 10,000 in 1934 and 1,000 in 1935, according to the only figures now available. The Palau pearls are of unusual size, many of them a quarter to half an inch in diameter.

A discharge system by which merchant seamen with 32 months of "substantially continuous service" in the Merchant Marine can be released has been set up. Such service includes periods of hospitalization, medical treatment, internment by the enemy or allowable credit for shore leave. Seamen released are not subject to induction by Selective Service.

At the same time it was announced that the War Shipping Administration no longer will recruit men between the ages of 18 and 25 unless they have been disqualified for any military service or are eligible only for limited service.

Air-sea rescues in the Pacific area from the Palau Islands to Japan saved 892 out of 997 men, or 89%, between 1 Dec 1944 and the end of the war. Bulk of the rescue work was accomplished from Iwo Jima, one more way in which this hard won base helped pay off.

Ship Models. President Truman has lent to the Naval Academy his models of the USS *Missouri*, scene of the Jap surrender, and the USS *Augusta*, which took the President to Europe for the Potsdam Conference. The Missouri model was given to the President by the Navy.



Official U. S. Navy photograph

SPEEDY LITTLE CRASH BOATS frame the escort carrier USS Guadalcanal as it cruises along in the boiling water of their wakes. Specialty of these rugged speedboats is picking up downed aviators in close-to-shore operations.

Official U. S. Navy photograph

MOBILE DENTAL UNIT supplies treatment for Navy men at an outlying station. Units have facilities of most modern dental operating room.

Jungle thriller. For nearly six months, three Navy airmen played hide-and-seek with Japs in Borneo jungles, narrowly escaping death several times. When they returned to safety they learned they had been reported missing in action and that friends believed them dead.

Originally part of a Liberator crew forced down in a rice paddy in the heart of Jap-occupied territory, they trekked for 13 days without rations. When they reached a native village, they all had malaria. Two were so weak that native women chewed rice before feeding it to them. Twice the trio contacted Army flyers who were in the same predicament.

In another village they found a friendly Dutch official and five Army airmen. With the help of natives they built a crude airstrip of bamboo slabs embedded in mud. One at a time they were flown from the jungle in a small Australian plane.

Six other members of the original Liberator crew failed to survive the 179-day ordeal.

The three survivors were Lt.(jg) Robert J. Graham, USNR, of Rosemont, Pa.; Reuben L. Robbins, ACMM, USN, of Omak, Wash., and James R. Shepherd, AMM2c, USNR, of San Diego, Calif. When their plane was forced down, they were on their 62nd—and last—mission, and had been scheduled to leave for home in two days.

Symbol of American valor in World War II, Wake Island was commissioned a U. S. Naval Air Base on 1 November in ceremonies highlighted by a prayer that the suffering and anguish endured by American troops on the island in 1941 never will come to pass again through negligence or indifference. The prayer, which was offered by Chaplain Donald Sinclair, USNR, of St. Francis, Maine, preceded installation of Captain Earl A. Junghans, USN, of Bethesda, Md., as commander of the new air base.

As the ceremonies took place, 500 Japanese, the last of the garrison which had occupied the island since 23 Dec 1941, were preparing for evacuation to Japan. And at the same time Seabees were hard at work wiping out the intricate system of Jap defenses and facilities.

After helping rescue the crew of a transport abandoned and given up for lost, the destroyer *Converse* last May fought—and won—a battle to save the stricken ship, the high speed transport *Chase*. Severely damaged when a Kamikaze crashed close aboard, the *Chase* was abandoned when a sharp list developed. However, the *Chase* stayed afloat despite the damage, and a salvage crew from the *Converse* went aboard. Within two hours the crew had the crippled ship "recuperating." Later, the *Converse* towed the *Chase* into port for repairs.

A modern version of an old device of warfare, the Navy's fog generator has played an important role in all major invasions. Within 30 seconds of the command "make smoke" an artificial fog would screen attackers from shore batteries. The "smoke" is lubricating oil heated to a high temperature and sprayed through nozzles. When the fine oil particles contact the air, they condense into thick white "fog." Incidentally, one of these generators is now being used by BuMed to spray DDT.

Welcoming the "hometown boy who made good," Elizabeth, N. J., went all-out in celebrating the return of Admiral William F. Halsey who 50 years before had won the city's acclaim as a player on Pingry School's football team. More than 80,000 persons, including some with whom he went to school, jammed the four-mile parade route to give forth with a real "New York welcome" replete with ticker tape, confetti and bunting.

To the throngs, Admiral Halsey urged that the United States keep Japan and Germany subjugated "until the world becomes the sort of place where international banditry can't exist." Of the spectacular ovation, Admiral Halsey said, "I accept it with due humility as the representative of the finest fighting men in the world, whom I have been privileged to command. I cannot say enough for them."

Official U. S. Navy photograph

NOT FLORIDA but the Marianas is setting in which these Navy nurses frolic in surf after long hours of caring for men wounded on Pacific fronts.

Photograph from Press Association, Inc.

INDONESIAN NATIONALISTS fighting Dutch in Java learn operation of machine guns taken from Japs. Photo was taken before fighting occurred.

WORLD AFFAIRS

New Wars Flare

Armed conflict which many felt threatened the newly won peace of the world flared last month in two areas —China and the Netherlands East Indies.

In China, the United States sought to remain free of civil war between Nationalists and Chinese Communists fighting for control of Manchuria.

Strife broke out when the forces of Generalissimo Chiang Kai-shek, moving to establish Central Government authority over Manchuria which Soviet troops had taken over from the defeated Japs, collided with Chinese Reds seeking control in the same region.

United States forces were present in North China to help carry out three obligations: (1) to help Nationalist forces round up 2,000,000 Jap soldiers and civilians, (2) to liberate Allied prisoners of war and internees, and (3) to help establish order. But in carrying out the obligations which entailed landing Nationalist troops from American ships and placing U. S. marines to guard vital railway bridges, the United States became involved in the fratricidal strife.

Fighting between the two Chinese factions flared at Shanhaikwan, eastern anchor of the Great Wall. The Chinese Reds charged American intervention, demanded withdrawal of the Marines. The American commander in China, Lt. Gen. Albert C. Wedermeyer, denied U. S. forces had joined the conflict but admitted that there had been some skirmishes. Secretary of War Robert Patterson, declaring American forces were in China to carry out U. S. obligations, denied our troops would aid in suppressing the civil strife but added that they would act if attacked. A later charge that the U. S. had agreed to lend China $64,000,000 for purchase of American arms and ammunition also was denied.

As for the 50,000 Marines in North China, Secretary of State James F. Byrnes announced in Washington that they would be withdrawn as soon as their mission is completed.

Main hope of resolving the undeclared war before it became a full-scale engagement was the concerted effort being made to bring about resumption of the suspended negotiations between the Nationalists and Chinese Reds.

In Java, nationalist demonstrations and riots led to fighting between Javanese forces and British troops. At Surabaya, British units suffered 100 casualties when attacked by the Indonesians. The incident was followed the next day by assassination of the local British commander, Brigadier Aubertin W. S. Mallaby. When the British learned that 100,000 Indoesians, armed with Jap equipment, were massing in central Java, an ultimatum was issued demanding the natives lay down their arms. When it was refused, the British landed more troops and equipment and launched a full scale assault on Surabaya.

Just prior to the ultimatum, the Indonesian de facto government had refused Dutch proposals to grant: (1) full partnership in a New Netherlands commonwealth; (2) an Indonesian government with its own representative body, plus an advisory council of ministers and a Dutch governor general; (3) suffrage to be determined by joint consultation; (4) Indonesian participation in civil and military service, and (5) increased education, and (6) improved income distribution.

The Indonesians countered with a proposal for a plebiscite conducted by the United Nations or arbitration by the United States.

Atomic Dilemma

With debate on the atomic bomb welling up to an explosive potential only slightly less than that of the bomb itself, the men who must decide what to do with the world's most destructive force found the recommendations of scientists, legislators, diplomats, clerics and the "little guys" falling into four main groupings:

- Demands that the secret information be kept by the present owners, primarily the United States.
- Proposals that the Bomb and any secret information about it be given to the world, or at least to the Security Council of the United Nations Organization.
- Suggestions that it be used as a basis for a world government.
- Pleas that the use of and research on the bomb be banned altogether.

Out of the mighty mass of fact and opinion advanced in the atomic bomb discussions it seemed evident that production (in quantity or size), secrecy, cost, resources, military and scientific measures offer little or no protection.

With the realization of these atomic facts, the leaders of nations, especially major powers, are faced with the problem of how best to protect the world from the terrible consequences of an atomic war.

Spurred by the warnings of scientists and the uneasiness of the world in general, the heads of the governments of the United States, Great Britain and Canada—the three nations that produced and now hold key data on the atom bomb—met in Washington in mid-November to formulate a policy on the atomic bomb.

After nearly a week of conferences, President Truman and Prime Ministers Attlee and Mackenzie King announced in a joint declaration that their governments:

- Will share technical atomic bomb information in its industrial applica-

Photograph from Press Association, Inc.

PLAYING WAR is still a game for Jap boys. Locale is old bomb shelter.

tion with others of the UNO on a reciprocal basis "just as soon as effective enforceable safeguards against its use for destructive purposes can be devised."

• Propose a special commission set up by the UNO to prepare recommendations concerning (1) the exchange of basic scientific information for peaceful ends, (2) the control of atomic energy to ensure its use only for peaceful purposes, (3) the elimination of atomic weapons from national armaments and (4) effective safeguards by way of inspection and other means to protect the world against the hazards of violations and evasions.

In their joint statement, Messrs. Truman, Attlee and Mackenzie King acknowledged that there can be no adequate military defense against the atomic bomb and "no single nation can in fact have a monopoly" of it. With this realization, they said, they had met to consider international action not only to prevent the use of atomic energy for destruction, but also to promote the use of such energy for peaceful and humanitarian ends.

They added, however, that the responsibility for devising means to insure that the new discoveries be used for the benefit and not destruction of mankind rests not on the United States, Great Britain and Canada alone, but upon the whole civilized world.

The only complete protection for the world, they added, "lies in the prevention of war." This can only be brought about "by giving wholehearted support to the United Nations organization and by consolidating and extending its authority," they stated.

Meanwhile, Congress still had before it the May-Johnson bill which would establish strict control of nuclear energy research, development and information.

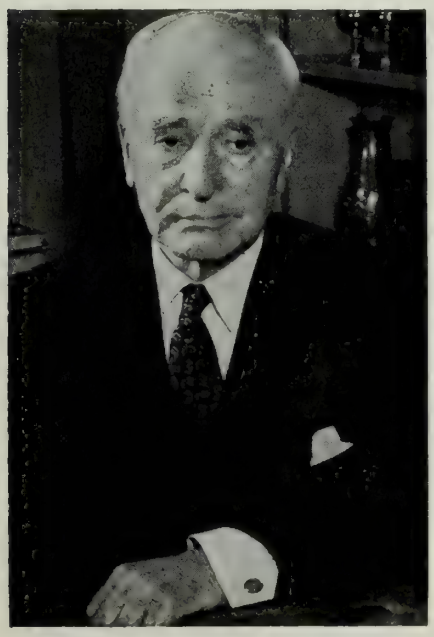
Among alternate plans offered elsewhere for the future of the bomb was the proposal of Capt. Harold E. Stassen, USNR, and former governor of Minnesota.

Stassen, who returned to civilian life last month, suggested that the UNO create an international air force consisting of five bomber squadrons each equipped with five atomic bombs and spaced around the world to halt aggression. He urged that after the international air force is equipped further manufacture of the atomic bombs be outlawed and the UNO Security Council create a commission to supervise and inspect all atomic manufacture and experimentation..

Whatever other problems faced the world, the atom bomb obviously held No. 1 position on the list demanding rapid but thoughtful solution. But there seemed to be one good sign emerging from the atomic fog of fact, rumor and opinion: most observers believe there is evidence of a stronger inclination for cooperation among nations.

Photograph from Press Association, Inc.

PRESIDENT TRUMAN greets British Prime Minister Attlee on arrival at White House to discuss atomic bomb. State Secretary Byrnes looks on.



Photograph from Press Association, Inc.

CORDELL HULL, former Secretary of State, is given Nobel peace prize.

Cordell Hull, former Secretary of State, has been awarded the 1945 Nobel Peace Prize for his role in laying the foundation for the UNO.

The award, suspended since 1938, is made annually to the person or persons "who shall have most or best promoted the fraternity of nations and the abolishment or diminution of standing armies and the formation and extension of peace congresses."

Although illness forced him to resign as Secretary of State before the United Nations Charter was adopted at San Francisco, Hull is often referred to as the "father" of the UNO because of efforts to bring the nations of the world together as a unit to prevent further aggression.

The 5-man Norwegian Parliament committee which selected Hull also awarded the 1944 Nobel prize to the International Committee of the Red Cross for its work among prisoners of war.

The Charter of the United Nations became a "part of the law of nations" at 1650 Wednesday 24 October when Secretary James F. Byrnes signed the required protocol after being presented with the ratification instrument of the Soviet government.

Under the terms of the charter, 29 (including the "Big Five") out of a total of 51 countries had to ratify the charter before it became effective. Russia's ratification was the 29th.

First meeting of the General Assembly of UNO is tentatively scheduled for London on 4 December at which time it is expected that the date and place of the first formal session of the full world organization will be set.

Elections in the Balkans are unusual events but last month elections were held in Hungary and Yugoslavia.

In Yugoslavia, Marshal Tito's National Front won indorsement in an "election" in which more than 90 per cent of the country's eligible voters cast ballots. Running without opposition, Tito's candidates for the assembly polled the heaviest vote in the nation's history. Those who wanted to vote against the National Front could do so in a special ballot box. One of the reasons for the heavy vote was the fact that women were voting for the first time.

In the first wholly free national and municipal elections in Hungary's history, the conservative Small Landholders Party, representing every shade of political thought, won decisively over Socialist and Communist opponents.

Brazilian Tremors. Amid tension growing with the approach of the 2 December presidential election, Getulio Vargas resigned as president of Brazil, ending a 15-year term in office. Taking Vargas' place as provisional president until the election is

Photograph from Press Association, Inc.

GERMAN WOMEN PRISONERS in the Peninsular Base Section camp at Florence, Italy, improve barracks area. There are 2,700 women in the camp.

Photograph from Press Association, Inc.

BODY of Joseph Pfitzner, Czech No. 3 war criminal, hangs in Prague.

held is Supreme Court Justice Jose Linhares, who appointed a new cabinet immediately upon taking office.

There was little or no violence in the change of governments, although the Brazilian army was ordered into the streets of Rio de Janeiro shortly after Vargas announced appointment of his brother, Benjamin, as chief of the Rio police. Vargas' resignation followed shortly after the appearance of the army units.

In his third report as military governor of the American zone of occupation in Germany and shortly before his return to the United States for conferences, Gen. of the Army Dwight D. Eisenhower declared that widespread unemployment in the zone, unless checked, may lead to organized resistance against occupation forces. He added that MG's controls and the local German agencies have been so successfully established that it has become feasible to plan for the withdrawal of all but supervisory control units on the lower governmental levels but, he warned, long occupation is necessary to complete the reformation of the German people.

"This is heaven." That's what one sailor said of Shanghai shortly after sailors landed and began making the rounds. Top priority on bluejackets' shopping list went to silk stockings, filmy black lace panties, nightgowns, pajamas. These were items Chinese storekeepers had hidden during Jap occupation. Also broken out from hiding places were bottles of pre-war Scotch whisky. With Americans changing their currency into the puppet money, a dinner and drinks for two frequently cost 3,000,000 Chinese dollars. Some sailors remarked they'd need seabags for the money to take a girl to dinner.

Hitler's death has been accepted as fact by British authorities. Intelligence officers, after exhaustive investigations, have little doubt, according to a British spokesman, that the former Nazi leader and his bride, Eva Braun, took their lives after making elaborate preparations to have their bodies burned. The preparations reportedly were made during a macabre wedding feast 30 April.

The first nonstop flight from Japan to Washington was completed 1 November when four B-29s arrived at the capital's National Airport, the first plane landing 27 hours and 29 minutes after taking off. The flight was the Army's second attempt to make the 6,544-mile trip nonstop. The first, a three-plane flight, failed when constant adverse winds forced landings at Chicago. Both flights followed the same route, the great circle course across the Pacific by way of Agattu and Kodiak in the Aleutians, Sitka, Alaska, Fort St. John, Winnipeg, Detroit and thence east across the U. S.

Show-down. General Charles de Gaulle became president of France last month, duly elected by the new Constituent Assembly. But before his position was established he had a cabinet show-down with the Communists. The trouble arose when the Communists who won the most seats in the new Assembly, demanded that they receive one of the three most important cabinet posts—Foreign Affairs, Interior or War. De Gaulle refused the request and the Communists precipitated a vote challenging the president. However, the Assembly overrode the Communists and returned to de Gaulle the mandate to form a government of national unity.

QUOTES OF THE MONTH

• *Secretary of States Byrnes, discussing the need for the world-wide system of United Nations:* "There must be one world for all of us or there will be no world for any of us."

• *A young torpedo-plane pilot, considering a return to civilian life:* "It's obvious that nothing can ever happen to me in my life—if I come out of this—that won't be an anticlimax. It's a funny sort of thing to be 21 and at the absolute peak of everything."

• *Secretary of War Robert Patterson, calling for universal military training:* "The price of security will not be small."

• *Mrs. Eleanor Deveny, 25, mother of 2, speaking of the 16-year-old youth she tried to elope with:* "He's the kind of a man every girl dreams about but seldom finds. He's more of a man at 16 than a lot of men are at 35."

• *Dorothy Dix, counseling the returning veteran on what to expect of his wife:* "Women are birds of a different feather now."

• *Brig. Gen. Harry H. Vaughan, presenting Boy Scout award to a sergeant:* "If the Army had enough good sergeants, the colonels and generals could stay home."

• *Captain Harold E. Stassen, urging the atomic bomb be outlawed:* "There is no logical reason why each nation of the world should have the power to destroy other nations."

REPORT FROM HOME

Industrial Peace Talks

With an appeal to the 36 delegates to formulate a "broad and permanent foundation for industrial peace and progress," President Truman early last month opened a National Labor-Management Conference which he convened to meet the threat of crippling strikes in virtually every basic industry around the nation.

Warning that "our country is worried about our industrial relations," the President declared that the delegates have it within their power to stop that worry by finding a "democratic way to compose industrial difficulties." His recommendations:

- Genuine collective bargaining.
- Use of impartial machinery to reach decisions when bargaining fails.
- Peaceful negotiations of contracts and adjustment of disputes arising under these agreements.
- A substitute for inter-union jurisdictional strikes.

Among the delegates to the conference, which the President pointed out was not a Government affair but rather a meeting of representatives of the major labor and management groups, were:

John L. Lewis, president of the United Mine Workers; Philip Murray, president of the Congress of Industrial Organizations; William Green, president of the American Federation of Labor; Eric Johnston, president of the Chamber of Commerce; Ira Mosher, president of the National Association of Manufacturers, and C. E. Wilson, president of the General Motors Corporation.

Definite progress was made during the early sessions despite flareups among delegates. An accord on "full acceptance" of the principle of collective bargaining was reached, thus hurdling the obstacle which caused the breakdown of a similar industry peace conference after World War I.

Although wages were not on the agenda of the conference, the subject soon was injected into the parley. But even on this basic issue, the delegates seemed more than willing to strive hard for agreement.

A week before the conference, President Truman had advocated in a Radio address substantially higher wages but at the same time had ruled that prices must be held stable. Declaring that wage increases were necessary to prevent deflation, the President said industry could afford the increases without raising prices. However, he added, organized labor could not hope to maintain on a shorter work week the high "take-home" pay earned by working long hours with overtime compensation during the war.

Meanwhile, Congress was studying legislation to increase the legal minimum wage for workers in interstate commerce to 65 cents an hour. Secretary of Labor Schwellenbach went before the House Labor Committee to urge the increase, declaring the boost was necessary in justice to a large group of wage earners who had never attained our standard of living.

A few days later, Price Administrator Chester Bowles joined the Secretary of Labor, assuring Congress that the increase to 65 cents would have no significant price consequences and would in fact improve the economy.

The national economy as affected by increased wages as well as tax reductions and loans to foreign countries prompted Bernard M. Baruch, adviser to Presidents and one of America's elder statesmen, to warn that the country faces inflationary dangers unless our production is guided along necessary channels until it is increased. Then, he added, we must determine (1) how to divide production so that enough of what is produced remains in the United States to prevent inflation and (2) how much to allocate for foreign rehabilitation.

Income Tax Cut

Exempting the service pay of enlisted men from any tax during the war years and allowing officers three years in which to pay any back taxes on their service pay (see p. 73), a tax bill slicing the levies of individuals and corporations an estimated $5,920,000,000 has been signed into law by President Truman.

The measure which removes 12,000,000 low-income wage earners from the income tax rolls also reduces by 10 percent or more the levy on incomes up to $50,000 and grants smaller reduction on incomes over $50,000.

Pearl Harbor Inquiry

Congress last month undertook a public investigation into events that surrounded the Japanese surprise attack on Pearl Harbor 7 Dec 1941. The investigating committee is made up of six Democrats and four Republicans, under the chairmanship of Senator Barkley. The Pearl Harbor disaster has been investigated several times: by the Roberts Commission, by a special Army board and by a Navy board; but because of wartime security none were conducted in public.

Universal Training Proposed

President Truman delivered an historic address on 23 October before a joint session of Congress, requesting legislation for peacetime universal military training. Excerpts:

"The day of the minute man who sprang to the flintlock hanging on his wall is over. Now it takes many months for men to become skilled in electronics, aeronautics, ballistics, meteorology and all the other sciences of modern war. If another national emergency should come there would be no time for this complicated training. Men must be trained in advance.

"I recommend that we create a postwar military organization which will contain the following basic elements:

"First—A comparatively small regular Army, Navy and Marine Corps;

"Second—A Greatly strengthened National Guard and an organized reserve for the Army, Navy and Marine Corps;

"Third—A general reserve com-

Photograph from Press Association, Inc.

LABOR-MANAGEMENT conference speakers who addressed first session in Washington 5 November are grouped around chairman Walter P. Stacy. Shown (left to right) seated: Commerce Secretary Wallace; Stacy, and Labor Secretary Schwellenbach. Standing: AFL Chief William Green, U. S. Chamber of Commerce President Eric Johnston, National Association of Manufacturers President Ira Mosher and CIO President Philip Murray.

posed of all the male citizens of the United States who have received training.

"The general reserve would be available for rapid mobilization in time of emergency, but it would have no obligation to serve, either in this country or abroad, unless and until called to the service by an act of the Congress.

"In order to provide this general reserve, I recommend to the Congress the adoption of a plan for universal military training.

"Universal military training is not conscription. The opponents of training have labeled it conscription, and by so doing have confused the minds of some of our citizens. Conscription is compulsory service in the Army or Navy in time of peace or war. Trainees under this proposed legislation, however, would not be enrolled in any of the armed services. They would be civilians in training. They would be no closer to membership in the armed forces than if they had no training. Special rules and regulations would have to be adopted for their organization, discipline and welfare.

* * *

"The basic reason for universal training is a very simple one—to guarantee the safety and freedom of the United States against any potential aggressor. The other benefits are all by-products—useful indeed, but still by-products. The fundamental need is, and always will be, the national security of the United States and the safety of our homes and our loved ones.

"Since training alone is involved, and not actual military service, no exemptions should be allowed for occupation, dependency, or for any other reason except total physical disqualification.

* * *

"Upon completion of a full year's training, the trainee would become a member of the general reserve for a period of six years. After that he should be placed in a secondary reserve.

* * *

"The argument has been made that compulsory training violates traditional American concepts of liberty and democracy, and even that it would endanger our system of government by creating a powerful military caste.

"The purpose of the program, however, is just the contrary. And it will have just the contrary result. The objective is not to train professional soldiers. It is to train citizens, so that if and when the Congress should declare it necessary for them to become soldiers, they could do so more quickly and more efficiently. A large trained reserve of peace-loving citizens would never go to war or encourage war, if it could be avoided.

"It is no valuable, valid argument against adopting universal training at this time that there are now millions of trained veterans of this war. No fair-minded person would suggest that we continue to rely indefinitely upon those veterans. They have earned the heartfelt gratitude of us all—and they have also earned the right to return promptly to civilian life. We must now look to our younger men to constitute the new reserve military strength of our nation.

Photograph from Press Association, Inc.

PRESIDENT TRUMAN advocates one year military training in a special message given in person to congress.

* * *

"Until we are sure that our peace machinery is functioning adequately, we must relentlessly preserve our superiority on land and sea and in the air. Until that time, we must also make sure that by planning—and by actual production—we have on hand at all times sufficient weapons of the latest nature and design with which to repel any sudden attack, and with which to launch an effective counter-attack.

* * *

"Any system which is intended to guarantee our national defense will, of course, cause some inconvenience—and perhaps even some hardships—to our people. But we must balance that against the danger which we face unless we are realistic and hard-headed enough to be prepared. Today universal training is the only adequate answer we have to our problem in this troubled world.

* * *

"Let us not by a short-sighted neglect of our national security betray those who come after us.

"It is our solemn duty in this hour of victory to make sure that in the years to come no possible aggressor or group of aggressors can endanger the national security of the United States of America."

Veterans Hospitals

Designed to provide 15,276 additional beds for Veterans Administration patients, plans calling for 19 new hospitals and expansion of 19 existing units have been given presidential approval.

The construction and expansion projects are part of a program to add 29,100 hospital beds to VA facilities. Funds for the new hospitals and expansions will be requested for the 1946 fiscal year and appropriations for the remainder of the program will be requested for the 1947 fiscal year.

New hospitals will be built at New Haven, Conn.; Albany, N. Y., Buffalo, N. Y.; Newark, N. J.; Baltimore, Md.; Washington, D. C.; Gainesville, Fla.; Clarksburg, W. Va.; Louisville, Ky.; Decatur, Ill.; Duluth, Minn.; Iowa City, Iowa; Omaha, Neb.; New Orleans, La.; El Paso, Tex.; Oklahoma City, Okla.; Phoenix, Ariz.; Cincinnati, Ohio; and a southern Minnesota site yet to be chosen.

Additions will be made at veterans hospitals at Northampton, Mass.; Bedford, Mass.; Lebanon, Pa.; Atlanta, Ga.; Downey, Ill.; Lincoln, Neb.; Minneapolis, Minn.; Sioux Falls, S. D.; Biloxi, Miss.; Gulfport, Miss.; Tuskegee, Ala.; Salt Lake City, Utah; San Fernando, Calif.; Portland, Ore.; and Roseburg, Ore.

Facilities will be expanded at domiciliary homes at Bath, N. Y.; Mountain Home, Tenn.; Bay Pines, Fla.; and Dayton, Ohio.

On Armistice Day, a world largely at peace for the first time in seven years paid tribute not only to the dead of World War I but also to those who fell in World War II. Marking most of the solemn ceremonies was the fervent plea that mankind act to avert a third and even more catastrophic conflict.

In Washington, President Truman, Prime Minister Attlee of Britain and Prime Minister W. L. Mackenzie King of Canada were joined by Government and military leaders and veterans in impressive rites at Arlington's Tomb of the Unknown Soldier.

In France, the rows of American military graves in cemeteries from Normandy to the Rhineland were blanketed with floral tributes from the French people who were urged by General Charles de Gaulle to forget their differences and unite. In London, King George VI led England in the Armistice Day observance.

In Berlin the chief ceremony on Armistice Day was provided by Red Army soldiers who dedicated a monument to their comrades lost in the assault on the German capital.

Many American cities elected mayors last month. Here are the results:

- O'Dwyer, Democrat, also American Labor Party candidate, over Judge Jonah Goldstein, Republican-Fusion-Liberal candidate, and Newbold Morris, "No Deal" candidate.
- Detroit re-elected Mayor Edward J. Jeffries over the CIO's Richard Frankensteen in a non-partisan race.
- Pittsburgh chose David L. Lawrence, Democrat, over Robert N. Waddell, Republican.
- Cleveland picked Mayor Thomas A. Burke, Democrat, over Ray C. Miller, Republican.
- Louisville apparently elected Democrat E. Leland Taylor over Republican Roy W. Easley in an extremely close race.

Home-Town Topics

Wartime advertisements of the shiny postwar cars-to-be created the desired nation-wide anticipation, but the real thing turned anticipation into overwhelming temptation in *Nassau County, N. Y.*, where a thief broke into a show room and stole the first 1946 Buick on display. However, apparently feeling the loot a bit obvious, the "car-naper" abandoned the $1,800 automobile after driving it only 14 miles. . . . The return of gasoline-in-quantity has forced a change in the way of life at the *Cambridge, Mass.*, police department where Chief Timothy F. Leahy felt called upon to order his men to "stop playing dominoes" following reports that policemen have been slow in answering calls.

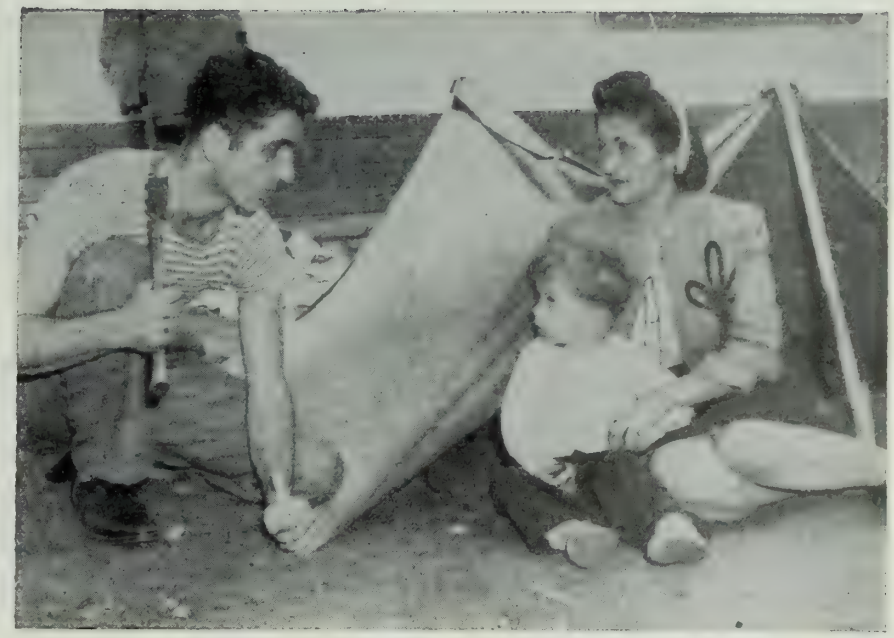
After reviving Ralph Booen, the *Albert Lea, Minn.* fire department assured the 60-year-old experimenter that his new gas rat extermination system which he had been checking was functioning perfectly. . . . Two students of the *West New York, N. J.* high school were arrested when their "TNT apple"—23 sticks of dynamite and 90 detonating caps—were discovered under the school house steps. . . . Everyone knows what they do in the infantry but Ex-Sergeant William Barnes found out that such doings don't halt with discharge. Barnes wore out his first pair (in four years) of civilian shoes pounding *Manhattan's* pavements in search of an apartment for his family. But he DID find an apartment.

When a woman visitor to a prisoner-of-war exposition in *New York* pointed out a change in a display atop a 10-ft. guard tower, red-faced guards discovered that a dummy had been stripped of its Luftwaffe uniform. . . . The lure of California apparently stretches across the 2,000 miles to *Honolulu* where Miss Antonio "Tonya" Jones, 32, recently set sail alone in a frail, 30-foot ketch for *San Francisco.*

Ration books were well on their way last month to becoming civilian souvenirs, although certain items still require stamps—and will for some time.

Latest items taken from the list of rationed goods were shoes and automobiles and the Department of Agriculture predicted that meat would be point-free early in 1946. On the other hand, sugar, butter, margarine, lard and shortening apparently are on the list to stay for some little time—at least well into 1946. In the case of sugar, civil strife in Java and other Netherland East Indies islands and the slow return to production in the Philippines were blamed.

As for cars, the removal of rationing had to be tempered with the sobering news that new cars won't be plentiful for many months to come.



Photograph from Press Association, Inc.

HOUSING SHORTAGE is tough for many civilians these days. Here David Mizrahi, a Marine veteran, moves wife, son into pup tent in Los Angeles.

World Wide photograph

RECONVERSION is expected to bring a boom in home construction. Here is a model illustrating increased use of windows featured in many house plans.

SPORTS

Found: A Contender

Undefeated, yet not too highly regarded as a contender in the annual gridiron battle with Army, Navy's football task force on 10 November emerged from a sparkling victory over Michigan to confound those who had counted it out of the 1 December classic.

Again on 17 November the Middies won, this time 36 to 7 over Wisconsin—but all was not sunshine and roses, because the Army team meanwhile was showing its power by drubbing Pennsylvania, 61 to 0.

Navy's gridiron prestige had hit its lowest point earlier when the midshipmen eleven was tied and outplayed by Notre Dame. At that time the experts—the armchair "coaches" and sports writers—had handed down Sunday morning judgments to the effect: Navy can't win.

The Naval Academy's early season record was good—on paper—but the experts still weren't satisfied that the team was of championship stripe. In their first three games the middies weren't scored on. First, Villanova toppled 49-0; then Duke 21-0 followed by Penn State 28-0. Against Penn, Navy found the going much tougher, came up with a 14-7 victory over a team later rated second or third in the East.

Meeting Notre Dame's Irish at Cleveland, Navy found itself on the defensive most of the time. This was shown in the statistics of the game: yards gained by rushing—Navy 60, Notre Dame 179; by forward passes—Navy 55, Notre Dame 116; first downs—Navy 8, Notre Dame 12.

But the highlight of the game was Notre Dame's last second push in

which many felt the Irish, with only inches to go, had scored the winning touchdown but which officials ruled (and movies later proved) a failure.

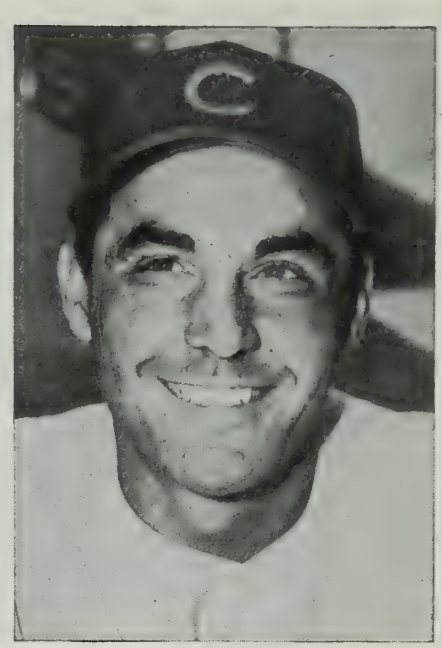
In the Michigan game, the midshipmen exploded; they seemed to have found themselves and solved the riddle of their newly-adopted "T" system. Admittedly competent at defense, the Navy team showed offensive resourcefulness which blasted Michigan off the field. The result: the Wolverines were crushed 33-7, one touchdown worse than the drubbing given them by the cadets earlier in the season.

While the Naval Academy was running wild over Michigan, Army was handing the midshipmen's week-before opponent, Notre Dame, its worst defeat of the season, 48-0. Army's latest victory and previous wins failed, however, to dim the Navy's new prestige. Earlier Army wins were over the Army Air Forces Personnel Distribution Command team, 32-0; Wake Forest, 54-0; Michigan, 28-7; Duke, 48-13, and Villanova 54-0.

* * *

Elsewhere in the nation's gridirons as of mid-November:

The Oklahoma Aggies cinched the Missouri Valley title by defeating Tulsa. Oklahoma was leading the race for the Big Six championship but Missouri was hot on the Sooners' heels. In the Southeast conference, Alabama, unbeaten and untied, was on top followed by Mississippi State, Georgia Tech, LSU and Georgia. On the Pacific coast, St. Mary's was regarded tops, although Southern California had regained first place in the Pacific conference. In the Southwest, Texas and Texas Aggies were tied for first place. Colorado was leading the Rocky Mountain league, followed by Denver and Utah. Duke led in the South. Notre Dame dominated the midwest. The Western Conference



Photograph from Press Association, Inc.

VOTED MOST valuable player in National League is Cubs' Phil Cavarretta.

was topped by Indiana, followed by Ohio State, Purdue and Michigan.

In the pro leagues, Cleveland and Detroit were battling it out for top spot in the western division while Washing headed the eastern.

One of Navy's football immortals, Col. Emery Ellsworth "Swede" Larson, 46, USMC, died 7 November at the Atlanta Naval Air Station dispensary where he was taken after suffering a heart attack while attending a football game.

Col. Larson's military career was filled with action not only on the gridiron but also in combat. Born in Monticello, Minn., he enlisted in the Marine Corps in 1917 and was appointed to the Academy in June 1918. At Annapolis he played football three years—each of which saw Navy defeat Army—and won the Thompson Trophy as Navy's outstanding athlete in 1922.

He continued his football career during three years at Quantico and subsequent duty at Parris Island and Hawaii. He even extended his coaching to the USS *Pennsylvania*, whose team he led to Fleet championships in 1935 and 1936. Before returning to the academy as coach in 1938, Col. Larson led the Sixth Marine football team at Shanghai. During his three years as coach at the academy, the midshipmen under his guidance beat West Point 10-0, 14-0 and 14-6.

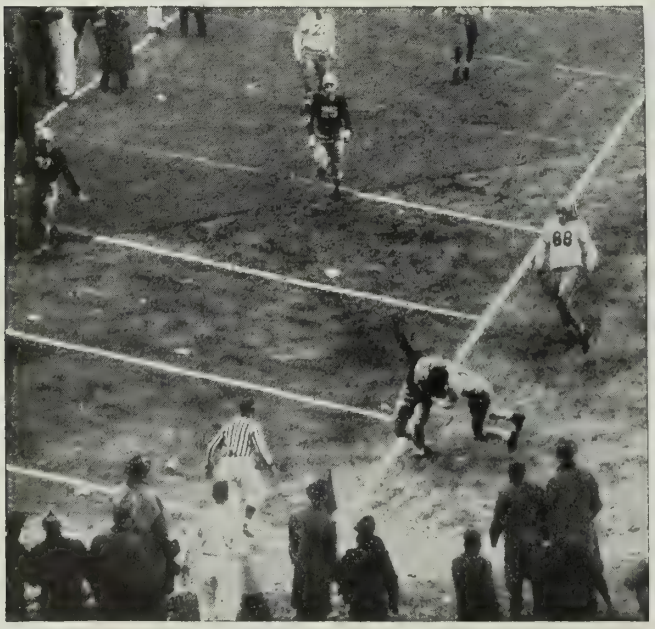
When his team defeated Army in November 1941, Col. Larson declared: "This will be the last football for me for quite a while. There's a bigger game coming up and I'm going to be in it." Eight days came Pearl Harbor.

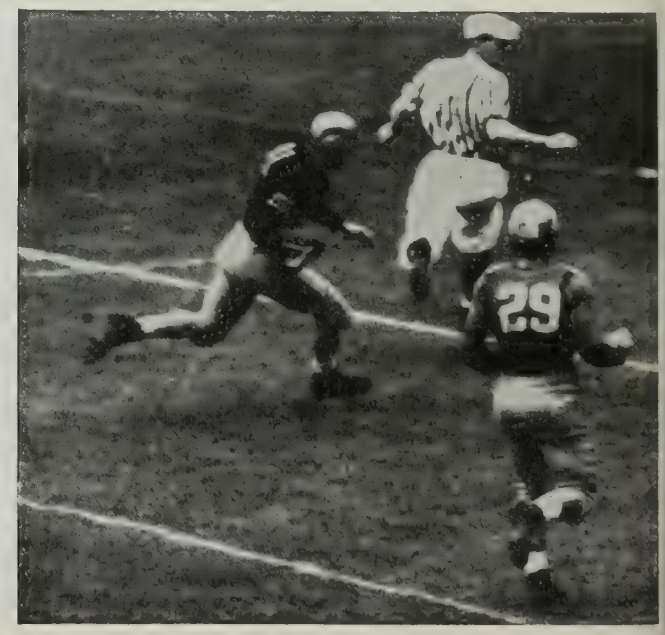
Early in the war he saw duty in the Aleutians and later led his regiment into action at Tarawa, Kwajalein and the Marshalls. He was ordered to Marine Corps headquarters in Washington, D. C., in February 1944.

Banner Year—at the Gate

With five teams drawing better than a million attendance, major league baseball set a new attendance record in 1945 in spite of numerous games that would have been insulting to minor leagues before the war. The total attendance was 11,375,185, of which the American League contributed 6 002,366 and the senior circuit 5,372,819. This figure did not include thousands of servicemen and women who were on the cuff.

The three New York teams—Yankees, Giants and Dodgers—were in the million class, the Giants for the first time in their history. The other two teams in that category were the pennant winners, the Detroit Tigers and Chicago Cubs.





Photograph from Press Association, Inc.

NAVY DEFENSE and Army offense featured their games with Notre Dame as service teams headed for classic clash. Minisi's one-foot-line tackle saved Navy's 6-6 tie. Army's Davis scores early in 48-0 victory.

DECORATIONS & CITATIONS

For reasons of security, the deed for which a man receives a decoration sometimes cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

DESRON 23 AWARDED UNIT CITATION

'Little Beavers' Won Fame During Solomons Campaign

The Presidential Unit Citation has been presented to Destroyer Squadron 23, consisting of the USS *Charles Ausburne, Claxton, Dyson, Spence, Converse,* and *Stanly.* These six ships, known as the "Little Beavers" had a major part in action against the Japanese forces during the Solomon Islands campaign from 1 Nov 1943 to 23 Feb 1944.

Four of the ships, the USS *Charles Ausburne* (flagship), *Converse, Claxton* and *Dyson,* received the award from Secretary of the Navy James Forrestal at the Washington, D. C., Navy Yard on 19 Oct 1945. The USS *Stanly* was at the Mare Island Navy Yard on that date and the *Spence* foundered and sank in heavy weather on 17 Dec 1944.

These six destroyers, plus the USS *Foote, Thatcher* and *Aulick,* comprised the original squadron under the command of Capt. Arleigh A. Burke, USN, Boulder, Colo., whose repeated fast maneuvers spelled surprise and defeat for the Japs and won for him the nickname, "31-knot Burke." The *Foote,* torpedoed during the Battle of Empress Augusta Bay, 1-2 Nov 1943, had to be towed to the United States, thereby missing the greater part of the period for which the citation was given. The *Thatcher,* damaged in the same battle, proceeded to Pearl Harbor and finally to the United States. The *Aulick* was temporarily put out of action prior to the period due to perils of the sea.

Commanded by forceful leaders and manned by aggressive, fearless crews, the ships of Squadron 23 coordinated as a superb fighting team, boldly penetrating submarine-infested waters during a period when Japanese naval and air power was at its height. They countered the enemy's fierce aerial bombing attacks and destroyed or routed his planes, intercepted his surface task forces, sank or damaged his warships by torpedo fire, prevented interference with our transports, and rendered effective cover and fire support for the major invasion operations in this area. In 22 separate engagements during the cited period, the squadron is credited with the destruction of one Jap cruiser, nine destroyers, one submarine, one auxiliary vessel, one coastal destroyer minelayer, one large cargo vessel, and four barges and numerous aircraft estimated at possibly 30. In 11 bombardments several shore batteries, supply dumps, bivouac areas were set afire and destroyed.

During the period, Capt. Burke was awarded the Distinguished Service Medal, the Navy Cross and the Legion of Merit. In addition, Capt. Bernard L. Austin, USN, Rock Hill, S. C., was awarded the Navy Cross and Silver Star Medal while he was in command of Destroyer Division 46, a part of Squadron 23; Capt. Leland R. Lampman, USN, Huntington, W. Va., former CO of the USS *Thatcher,* has received the Silver Star Medal; and Comdr. Alston Ramsey, USN, former CO of the USS *Foote,* also received the Silver Star Medal. Included among those who were commanding officers and received individual awards for action during the citation period were:

Capt. Henry J. Armstrong, USN, Santa Ana, Calif., former CO of the USS *Spence,* Silver Star Medal, Navy Cross and Bronze Star; Capt. Robert Cavenagh, USN, New Philadelphia, Ohio, former CO of the USS *Stanly,* Silver Star Medal, Bronze Star Medal; Comdr. John B. Colwell, USN, Pawnee City, Neb., former CO of the *Converse,* two Bronze Star Medals; Capt. Roy A. Gano, USN, Pipestone, Minn., former CO of the USS *Dyson,* Bronze Star Medal, Navy Cross, and Silver Star Medal; Capt. DeWitt C. E. Hamberger, USN, Washington, D. C., former CO of the USS *Converse,* Navy Cross and Silver Star Medal; Comdr. Ellis H. McDowell, USN, Pasadena, Calif., CO of the USS *Converse,* two Bronze Star Medals; Comdr. John B. Morland, USN, Haven, Kans., former CO of the USS *Stanly,* two Bronze Star Medals; Capt. Luther K. Reynolds, USN, Water Valley, Miss., former CO of the USS *Ausburne,* Navy Cross, Bronze Star Medal and Silver Star Medal; Capt. Herald F. Stout, USN, Dover, Ohio, former CO of the USS *Claxton,* Navy Cross and Silver Star Medal.

Bronze Star Medals were awarded to: Andrews, Frank V., Lt. Comdr., USN, Pasadena, Calif.; Bedell, Arthur W., Lt., USNR, Albany, N. Y.; Beeman, Nyle J., CGM, USN, Bartley, Neb.; Briggs, John F. Jr., Lt.(jg), USN, White Plains, N. Y.; Burt, Arthur H. Jr., Lt. USNR, Elmira, N. Y.; Carr, Francis H., CWT, USN, Washington, D. C.; Carter, John R., Lt. Comdr., USNR, Omaha, Neb.; Connelly, John W. Jr., Lt., USNR, Dorchester, Mass.; Davis, John H., Lt., USNR, Birmingham, Ala.; Dereume, August J., Lt., USNR, Punxsutawney, Pa.; Duchen, Charles, Lt., USNR, St. Louis, Mo.; Ereckson, Henry J. Jr., Lt., USN, Muskogee, Okla.; Fergus, Robert C., CGM, USN, Racine, Wis.; Fox, Robert B., Lt., USNR, Chicago, Ill.; Frost, Charles O., Lt.(jg), USNR, Seymour, Ind.; Gaetjens, William P., CBM, USN, Pittsburgh, Pa.; Girvin, Eb C., Lt., USNR, Waco, Tex.; Gray, Joseph H., Lt., USNR, Greensburgh, Pa.; Green, Herbert N., CBM, USN, Orleans, Ind.; Harvey, Robert C., Lt., USNR, Atchison, Kans.; Herbert, Edward I., CY, USNR, St. Louis, Mo.; Hogan, William H., Jr., Lt., USNR, Salem, Mass.; Hummel, David D., CGM, USN, Fremont, Wis.; Hurley, Paul, Lt., USNR, Quincy, Mass.; Hurn, Richard W., Lt., USNR, Henrietta, Tex.; Mills, Jared W., Lt. Comdr., USNR, San Francisco, Calif.; Moody, Francis T., MM2c, USNR, Santa Cruz, Calif.; Mulcey, Paul A., Lt., USNR, Elkins Park, Pa.; Moore, Wilbur E., S1c, USN, Oak Hill, W. Va.; Naylor, Jesse A., Lt., USN, Kansas City, Mo.; Newport, Wayne M., Lt. Comdr., USN, Davenport, Iowa; Ottlinger, Michael E., TM1c, USN, Cincinnati, Ohio; Parker, Otis M., Lt., USN, Austin, Tex.; Peet, Raymond E., Lt., USN, Binghamton, N. Y.; Reeder, William E., CFC, USN, Gig Harbor, Wash.; Renfro, John N., Lt. Comdr., USN, Cleveland, Ohio.; Roberts, Willis L., Lt. Comdr., USNR, Chicago, Ill.; Rusin, Joseph, GM1c, USNR, Manchester, N. H.; Sancho, Frank R., BM2c, USN, Detroit, Mich.; Sander, Carl A., Lt. Comdr., USN, Cumberland, Md.; Schrieber, John J., Ens., USN, Garret Park, Md.; Smith, Robert G., Lt.(jg), USN, Belfry, Ky.; Spore, Burns W., Lt. Comdr., USN, Coronado, Calif.; TenEyck, T. Willard, Lt., USNR, Denver Colo.; Taylor, Harold L., CMM, USN, Chicago, Ill.; White, Byron R. ("Whizzer"), Lt., USNR, Wellington, Colo.; Whitehurst, William B., Lt., USNR, Bethel, N. C.

Forty-one letters of commendation were also awarded to various members of the different ships' companies.

Presidential Honors Awarded to Subs Flasher and Tirante

Presidential Unit Citations have been awarded to two submarines, the USS *Tirante* and USS *Flasher,* for exceptional performances during Pacific war patrols.

In special ceremonies at the Washington Navy Yard on 19 Oct 1945, Secretary of the Navy James Forrestal presented the Presidential Unit Citation to the submarine *Tirante* in recognition of daring combat achievement during her first war patrol.

Penetrating into the harbor of Quelpart Island off the coast of Korea on 14 Apr 1945, despite mine and shoal obstructed waters, numerous patrolling vessels and aircraft, and five shore-based radar stations, the submarine sent two torpedoes into a large Japanese ammunition ship. Then, although spotted by the enemy as she stood out plainly in the glare of the explosion, the *Tirante* quickly set up the torpedo data computer while retiring and fired her last two torpedoes into two other vessels. The *Tirante* then cleared the harbor undetected along the shoreline, diving deep as a pursuing patrol dropped

a pattern of depth charges at the point of submergence.

Comdr. George L. Street III, USN, Bon Air, Va., was CO of the *Tirante* during the period for which the Presidential Unit Citation was awarded. He received the Medal of Honor for his part in that action (ALL HANDS, November 1945, p. 55). The executive officer, Lt. Comdr. Edward L. Beach, Jr., USN, Carmel, Calif., received the Navy Cross for the same patrol (See col. 2).

The USS *Flasher* has been awarded the Presidential Unit Citation in recognition of the personal valor and superb seamanship of her officers and men during her third, fourth and fifth war patrols in the Pacific. Constantly forced down by fierce and repeated depth charging and threatened by strong hostile air coverage, the USS *Flasher* persistently resurfaced and boldly penetrated formidable screens to press home her attacks by day or night, inflicting terrific damage on the enemy in vital ships sunk or severely damaged.

Philippines Work Earns Unit Honor For Salvage Group

The ship salvage, fire-fighting and rescue unit, Service Force, Seventh Fleet, has won the Navy Unit Commendation for service in the Philippine Islands area from 17 Oct 1944 to 10 June 1945 and in connection with the clearing of Manila harbor. The unit operated under continuous enemy attack throughout the assault phase of nine major landings, including Leyte, Ormoc and Lingayen invasions, and rendered invaluable service in fighting and extinguishing fires and in repairing, refloating and salvaging many vital service and combatant ships.

Within a period of three months, the citation points out, this gallant unit completed the emergency clearing of Manila harbor, raising, removing or disposing of over 350 vessels together with large quantities of Japanese underwater ordnance to open the port fully to Allied use.

All personnel attached to and serving with the unit, or with the following ships during the specified dates, are authorized to wear the Navy Unit Commendation ribbon: USS *Cable*, 20 Oct 1944 to 10 June 1945; USS *Quapaw*, 20 Oct 1944 to 15 Feb 1945; USS *Sonoma*, 20 Oct-24 Nov 1944; USS *Grasp*, 6 Jan-10 June 1945; USS *Hidatsa*, 6 Jan-3 Mar 1945; *ATR-31*, 7-8 Dec 1944; *PC-1133*, 30 Jan-3 Mar 1945; the USSS *Grapple, Potawatomi, Chickasaw, Chowanoc, Apache, Rail, ATR-61, ARL-2, ARL-8, LCI-333, LCI-335, LCI-390, LCI-616, LCI-690, LCI-776, LCI-777, LCI-1033*, from 6 Jan-15 Feb 1945; the USSS *Chanticleer, Teak, YP-421, PT-375, LCT-1239, LCT-1240, LCT-1260*, from 3 Mar-10 June 1945; and the USSS *LCI-688, LCI-985, LCI-986, LCI-987*, from 29 Jan-10 June 1945; *LCI-63*, from 6 Jan-15 Feb 1945.

Pigeon, Lost in '42, Given Two PUCs

Two Presidential Unit Citations have been awarded to the USS *Pigeon*, a submarine rescue vessel which was sunk at Corregidor 3 May 1942 by Japanese air attack.

The *Pigeon's* first commendation was for the courageous performance of duty by her officers and men on 10 Dec 1941 when the vessel, despite severe bombing attacks by Japanese aircraft and without the use of regular steering equipment, towed to safety the USS *Seadragon* and assisted generally in clearing naval vessels and yard craft from the docks of Cavite Navy Yard, then a roaring inferno.

The second commendation was for the excellent fighting ability displayed by the personnel of the USS *Pigeon* on two occasions in December 1941. In these actions, the ship shot down several attacking Japanese aircraft, despite the fact that its primary mission was the rescue and salvage of submarines.

Capt. Richard E. Hawes, USN, Thomson, Ga. (a Lt. Comdr. at the time of the action cited), was awarded the Navy Cross for his services as CO of the *Pigeon* during the Japanese raid on Cavite 10 Dec 1941.

NAVY CROSS

First award:

★ ABEL, Brent M., Lt. Comdr., USNR, Cambridge, Mass.: As CO of the USS *Buckley* in action against a German submarine on 6 May 1944, he closed to short range of the wildly maneuvering submarine and in the face of torpedo attacks and automatic weapon fire succeeded in silencing the enemy's fire within four minutes and in ramming the U-Boat. The enemy countered with an attempted boarding while the vessels were in contact and then attempted to ram after the combatants became disengaged. Following the defeat of these efforts the doomed submarine disappeared under the surface of the water and blew up with accompanying heavy underwater explosion.

★ AVERY, Howard M., Comdr. (then Lt. Comdr.), USN, Chincoteague, Va.: As pilot of a torpedo bomber and officer in tactical command in offensive action against an enemy submarine on 15 June 1944 he maintained contact on a fully surfaced enemy submarine despite antiaircraft gun fire and kept the enemy occupied until assistance arrived. He then calmly directed the attack which resulted in its destruction. During the action Lt. Comdr. Avery made two strafing runs with great skill and courage against the enemy in the face of heavy AA fire.

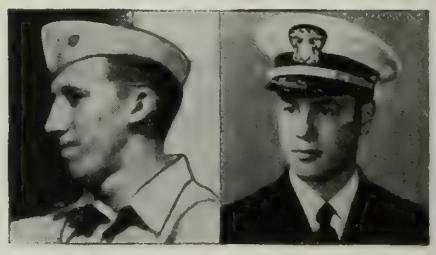
★ BEACH, Edward L. Jr., Lt. Comdr., USN, Carmel, Calif.: As executive officer, navigator and assistant approach officer of the USS *Tirante* during her first war patrol in the East China and Yellow Seas from 3 March to 25 Apr 1945, he rendered valiant service to his commanding officer in penetrating mined and shoal-obstructed shallow

NAVY CROSS RECIPIENTS

Brent M. Abel, Lt. Comdr., USNR — Howard M. Avery, Comdr., USN

Edward L. Beach Jr., Lt. Comdr., USN — Harold C. Fitz, Capt., USN

Stuart H. Ingersoll, Capt., USN — Jerome J. O'Dowd, Lt., USNR



Donald A. Remington, Corp., USMC — Alvin E. Rosenbloom, Lt. (jg), USNR

Roland N. Smoot, Commodore, USN — Thorolf E. Thompson, Lt. (jg), USNR

The citations for Lt. O'Dowd and Lt. (jg) Rosenbloom appeared in the November issue, Page 57. Photographs not available for Lt. Conner and Lt. (jg) Hopgood.

waters in defiance of hostile shore-based radar stations and aircraft. By his excellent judgment and keen understanding of attack problems, he contributed to the sinking of three Japanese cargo ships, one large transport, a hostile tanker, three patrol frigates and one lugger, totaling 28,000 tons of shipping. His courageous and inspiring devotion to duty was a major factor in the illustrious combat record achieved by his ship and in her safe return to port in spite of severe enemy countermeasures.

★ CONNER, Leon S., Lt. (jg), USNR, Eufaula, Ala. (missing in action): As pilot of a torpedo bombing plane from the USS *Natoma Bay* during the Battle off Samar 25 Oct 1944, he flew through intense antiaircraft fire to score a bomb hit on a Japanese battleship, a near miss on a heavy cruiser, aided in a direct hit on another heavy cruiser, and straddled a light cruiser with his bombs.

★ FITZ, Harold C., Capt., USN, Severna Park, Md.: As CO of the USS *Santa Fe* in action off the southern coast of Honshu on 19 Mar 1945, he brought his damaged cruiser alongside the USS *Franklin*, lying crippled in the water as the result of enemy action, and held his hazardous position to effect the rescue of great numbers of personnel. Simultaneously engaging his ship in fighting fires on board the disabled craft and heaving in on the towline from another cruiser, he aided the *Franklin* to withdraw without further damage and continued his gallant service until the carrier could effect emergency repairs and return to port under her own power.

★ HOPGOOD, Robert B., Lt.(jg), USNR, Cheshire, Conn.: While senior pilot of a Navy patrol plane on a regular air coverage flight over a convoy on 20 Aug 1942, he sighted an enemy submarine on the surface. In the face of enemy antiaircraft fire and undesirable weather conditions Lt.(jg) Hopgood depth-charged and strafed the submarine and then led a destroyer from the convoy to the scene. As the destroyer was approaching, the enemy abandoned the sinking submarine and a large number of prisoners were taken.

★ INGERSOLL, Stuart H., Capt., USN, Alexandria, Va.: For his brilliant leadership, superb ship-handling and daring tactics maintained in the face of tremendous opposition while CO of the USS *Monterey* during action against enemy Japanese forces in the Pacific war area from 29 Aug to 30 Oct 1944. When the *Monterey* came under heavy Japanese aerial attack while boldly penetrating the hazardous waters off Formosa on 13-14 October, Capt. Ingersoll fearlessly held his course and, hurling the full fighting strength of his ship against the formation of attacking planes, despite terrific odds succeeded in blasting a number of hostile aircraft from the sky with no damage to his own vessel. During the Battle for Leyte Gulf on 25-26 October he inflicted heavy damage and destruction upon capital ships of the Japanese fleet in a bitterly fought, decisive engagement.

★ REMINGTON, Donald A., Corp., USMC, Bloomingdale, Mich.: For extraordinary heroism in action while attached to a Marine infantry battalion on Iwo Jima, 26 Feb to 7 Mar 1945. On 26 February, Corp. Remington braved intense mortar and small arms fire with complete disregard for his own safety to bring to cover four wounded Marines. On 27 February, when his platoon was unable to continue its advance because of several connecting and supporting enemy pill boxes, he, single-handed, destroyed four pill boxes, enabling the flame throwers to complete the annihilation of the enemy. On 7 March, Corp. Remington fearlessly exposed himself to the enemy while covering the evacuation of a group of wounded with his rifle fire.

★ SMOOT, Roland N., Commodore, USN, Salt Lake City, Utah: During the Battle for Leyte Gulf, he distinguished himself by extraordinary heroism in the line of his profession while commanding forces in operations against the enemy, leading his ships in a daring and successful attack on the enemy battleline on 25 Oct 1944. By his courage, skill in combat, and determination, he gave encouragement to his force in a manner that caused his action to be very instrumental in the success of a most difficult operation.

★ THOMPSON, Thorolf E., Lt.(jg), USNR, Ames, Iowa (missing in action): As pilot of a fighter plane operating from the USS *Essex* during the Battle for Leyte Gulf, 24 Oct 1944, he dove to perilously low altitude in the face of shattering antiaircraft fire to score a direct hit on a battleship of the Yamato class. By his superb airmanship, indomitable fighting spirit and gallant fortitude in the face of extremely adverse weather and savage, unceasing opposition, Lt.(jg) Thompson contributed materially to the success of our forces in this decisive engagement.

Navy Awards DSM To Army Generals

For their parts in joint Army-Navy operations the Navy has conferred its Distinguished Service Medal to two Army Generals.

General Omar N. Bradley, USA, Administrator of Veterans Affairs, has been awarded the Distinguished Service Medal by the Navy for his meritorious service while serving as commanding general of the Twelfth Army Group from 15 Dec 1944 to 15 Apr 1945. A master strategist, General Bradley demonstrated keen foresight and outstanding professional skill in coordinating with the U. S. Navy the planning of the Rhine river crossings of the First, Third and Ninth U. S. Armies and, by his intelligent appreciation of the problems common to joint operations of the Army and Navy, his sound judgment, unfailing tact and wholehearted cooperation during these vital maneuvers, contributed essentially to their ultimate success.

Secretary of the Navy James Forrestal has also presented the Distinguished Service Medal to Lt. Gen. Ira C. Eaker, USA, Deputy Commander, Army Air Forces and Chief of the Air Staff, for his exceptionally meritorious service as Commanding General, Mediterranean Allied Air Forces during the landings at Anzio, Italy, on 22 Jan 1944 and in southern France on 15 Aug 1944. Demonstrating a keen appreciation of the requirements for interservice cooperation, Lt. Gen. Eaker aided materially in the planning and execution of these amphibious operations, closely supporting activities of the Eighth Fleet and providing effective air coverage for the strongly opposed landings in both Italy and France. His superb handling of air support during the invasion of southern France contributed essentially to the Allied Advance and to the ultimate defeat of Axis forces on the continent of Europe.

DISTINGUISHED SERVICE MEDAL

Gold star in lieu of fourth award:

★ HALSEY, William F. Jr., Admiral, USN, Wilmington, Del.: As Commander, Third Fleet, operating in waters off the Ryukyus and Japan from 28 May to 2 Sept 1945, Admiral Halsey placed in action the greatest mass of sea power ever assembled and, with brilliant military precision and characteristic aggressiveness, initiated attacks on the enemy's naval and air forces, shipping, shipyards and coastal objectives to support Ryukyus operations and to protect sea and air communications along the Central Pacific axis. By 15 August, the naval and air forces under Admiral Halsey's command had destroyed or damaged nearly 3,000 of the enemy's planes and had sunk or disabled 1,650 of his combatant and merchant vessels from Northern Hokkaido to Tokyo. Following the formal capitulation of the enemy, Admiral Halsey organized and effected the naval occupation of the Tokyo Plains Area.

Gold star in lieu of second award:

★ LEE, Willis A. Jr., Vice Admiral, USN, Rock Island, Ill. (posthumously): As ComBatRon2, Pacific Fleet, and Commander of a task force of battleships, from July 1944 to 27 May 1945, Vice Admiral Lee directed his task force with superb tactical skill throughout a period of intense carrier activity, contributing largely to the effectiveness of protective screens in the repulsion of incessant enemy aircraft attacks. Throughout the Battle for Leyte Gulf and the operations against the Japanese-held islands of Palau, the Philippines, Iwo Jima and Okinawa, he deployed his ships to achieve maximum strength in the defense of our carriers and, by accurate bombardment of shore installations and gun positions, the neutralization of enemy resistance in preparations for our amphibious landings. Vice Admiral Lee's inspiring leadership, energetic zeal, and resolute devotion to duty were vital factors in the success of fast carrier task forces during a critical period in the Pacific war.

★ ROYAL, Forrest B., Rear Admiral, USN, Arlington, Va. (posthumously): As Commander Amphibious Group Six, serving under Commander Seventh Amphibious Force, during our am-

Distinguished Service Medal cont.

phibious operations against enemy Japanese-held strongholds extending from Luzon through the Central and Southern Philippines, the Sulu Archipelago and Borneo, from 1 February to 18 June 1945, Rear Admiral Royal rendered valiant service in coordinating the joint activities of Allied naval and military forces and by his thorough comprehension of the tasks assigned him and his brilliant direction of these vital operations, contributed immeasurably to the success of the amphibious campaign in the Southwest Pacific Area. Directly concerned with the transportation of troops and equipment necessary for the Allied advance toward Manila, he subsequently served as Attack Group Commander during the actual invasion, personally leading amphibious forces which landed at Zamboanga, Mindanao, on 10 March; at Tarakan, North Borneo on 1 May; and at Brunei Bay, Borneo, on 10 June 1945.

First award:

★ BERKEY, Russell S., Rear Admiral, USN, Washington, D. C.: As CTG24 and Commander Cruisers, Seventh Fleet, from 26 Sept 1944 to 19 July 1945, he was charged with planning the bombardment and fire-cover for a number of invasions and was directly responsible for the excellent support rendered by cruisers during the amphibious landings at Leyte, Mindoro, Lingayen, Subic, Bataan-Corregidor, Zamboanga and Cebu in the Philippines and at Tarakan, Brunei Bay and Balikpapan in Borneo. Participating in the reopening of Manila Bay, the task group, under his inspiring leadership, neutralized enemy strongpoints, supported landings at Bataan and Corregidor and effectively covered our minesweeping units in that area. His skill in the coordination of Allied naval and military operations, his sound judgment in the preparation of plans and his professional ability in the direction of the cruisers under his command were major factors in the success of Southwest Pacific amphibious campaigns.

★ EDWARDS, Richard S., Admiral, USN, Washington, D. C.: By the exercise of great foresight and brilliant military judgment in duties of great responsibility as deputy chief of staff to Cominch from January to September 1942, as chief of staff and aide to Cominch from September 1942 to October 1944, and as Deputy Cominch and Deputy CNO, from October 1944 to August 1945, Admiral Edwards provided wise and complete counsel on which to base operations of the United States Fleet. On problems of great urgency, delicacy and unprecedented scope, he brought to bear unlimited energy, tact and discretion. The qualities of leadership which Admiral Edwards displayed earned from his subordinates a loyalty and devotion to duty which were reflected throughout the entire naval service. His outstanding performance of his complex and vital duties contributed in large measure to the successful prosecution of the war.

★ HORNE, Frederick J., Admiral, USN, Washington, D. C.: Displaying sound judgment, superb professional ability and meticulous attention to detail as Vice CNO from 26 Mar 1942 to 31 Aug 1945, Admiral Horne directed the planning and operation of the logistics, intelligence and communications systems of the Navy. An outstanding administrator, Admiral Horne, by the exercise of unrestricted energy, excellent foresight and management, brought about the vastly complex organization that provided the fleets of the United States and supported them throughout the world. Through the qualities of leadership which he displayed, Admiral Horne inspired in his subordinates a high degree of loyalty and devotion to duty. His conspicuous achievements contributed materially to the successful prosecution and outcome of the war.

★ JACOBS, Randall, Vice Admiral, USN, Washington, D. C.: As Chief of Naval Personnel, from December 1941 to September 1945, and responsible in large measure for the policies and reorganizational plans attendant upon the expansion of the United States Navy after the beginning of World War II, Vice Admiral Jacobs administered with brilliant success the procurement, training and distribution of all United States naval personnel. Capable and thorough in handling this vast man-power problem of the Navy, he applied a high degree of professional skill in formulating plans for manning ships and for a comparable personnel expansion in base forces and shore establishments to service and support the Fleet. Under his experienced and foresighted leadership, approximately 3,000,000 men and women, predominantly recruited from civilian life for war service, were screened for training and placement in billets selected for the most effective application of specialized skills and talents, their morale sustained by the establishment of welfare activities and religious interests.

★ ROBINSON, Samuel M., Admiral, USN, Rockville, Md.: As chief of the Bureau of Engineering and later as the first chief of BuShips and as Coordinator of shipbuilding from September 1939, through January 1942; and as Chief of Procurement and Material from February 1942 through August 1945, Admiral Robinson initiated with daring imagination and great resourcefulness the largest shipbuilding program the world has ever known at a time when this nation and our Allies urgently needed ships. From February 1942, Admiral Robinson was called upon to establish and develop an organization to serve as liaison between the Navy and the industrial front. As a member of the Production Executive committee of the War Production Board, he also worked with various other Governmental agencies, applying his splendid mind and driving energy to solving the many complex problems involved, and was directly instrumental in insuring an uninterrupted flow of materials vital to the production of ships, planes and other munitions.

DISTINGUISHED SERVICE MEDAL RECIPIENTS

Russell S. Berkey, Rear Admiral, USN

Omar N. Bradley, General, USA

Ira C. Eaker, Lt. General, USA

Richard S. Edwards, Admiral, USN

Wm. F. Halsey, Jr., Admiral, USN

Frederick J. Horne, Admiral, USN

Randall Jacobs, Vice Admiral, USN

Willis A. Lee, Vice Admiral, USN

Samuel M. Robinson, Admiral, USN

Forrest B. Royal, Rear Admiral, USN

LEGION OF MERIT

Gold star in lieu of fourth award:

★ WILSON, Ralph E., Capt., USN, Drexel, Pa.: Assistant chief of staff and operations officer, Commander Third Fleet, 28 May to 19 Sept 1945.

Gold star in lieu of third award:

★ MOULTON, Horace D., Comdr., USNR, Huntington Park, Calif.: Air operations officer, Commander Third Fleet, 28 May to 19 Sept 1945.

Gold star in lieu of second award:

★ BATES, Richard W., Commo., USN, Alameda, Calif.: Chief of staff to the Commander of bombardment fire support and associated groups during the capture of Leyte Gulf and landings on Leyte Island, 16-29 Oct 1944, and the capture of Lingayen Gulf and the landing on Luzon, 6-22 Jan 1945.

★ HOERNER, Herbert L., Capt., USN, Santa Monica, Calif.: Assistant operations officer, Commander Third Fleet, 28 May to 19 Sept 1945.

★ SALLADA, Harold B., R.Adm., USN, Washington, D. C.: CO of a carrier air support group, southern Marianas Islands, 14 June to 1 Aug 1944.

★ WIEBER, Carlos W., Capt., USN, San Diego, Calif.: CO, USS *Essex* in action against the enemy's shore installations, air power and forces afloat.

First award:

★ BOUTELLE, Richard R., Comdr., USN, Chester, Pa. (posthumously): Engineer officer, USS *Nashville*, during extensive bombardments of enemy islands, 15 Sept 1943 to 13 Dec 1944.

★ BRIGGS, Cameron, Capt., USN, Washington, D. C.: Naval liaison officer with the 5th Air Force, 15 Aug 1944 to 23 June 1945.

★ CLARK, Harry K., Capt., USNR, Worcester, Mass.: OinC and ass't OinC of the management and operation of plants possessed and operated by the Navy, February 1944 to 14 Sept 1945.

★ DICKEY, George D., Capt. (then Comdr.), USN, Vallejo, Calif.: Supply and maintenance officer and navigator, staff of Commander 8th Amphibious Force, Sicily and Salerno, 10 July 1943 to 9 Sept 1943.

★ DOUW, Volckert P., Comdr., USN, Annapolis, Md. (posthumously): CO, USS *Hazelwood*, Battle for Leyte Gulf, 18-29 Oct 1944.

★ DUNN, John E., Lt., USN, Darien, Conn.: While a prisoner of war in Germany rendered outstanding service to the United States and to our prisoners of war, 14 Apr 1943 to 29 Apr 1945.

★ HAGUE, Wesley M., Capt., USN, San Diego, Calif.: Senior assistant fleet maintenance officer, ComServPac.

★ HARDING, John T., Comdr., USNR, Montclair, N. J. (posthumously): Naval Attache and Naval Attache for Air to Egypt and to the Greek government-in-exile, U. S. Liaison Officer to the Yugoslav general headquarters, 17 Apr 1943 to 12 Mar 1945.

★ HILL, Tom B., Capt., USN, San Marino, Calif.: Fleet gunnery officer and combat readiness officer to CincPac and CincPoa, October 1942 to August 1945.

★ KELLY, Monroe, R.Adm., USN, Norfolk, Va.: Commandant of Navy Yard, New York, 2 June 1943 to 5 Dec 1944.

★ READ, Albert C., R. Adm., USN, Miami, Fla.: Commander, Fleet Air, Norfolk, January 1944 to September 1945.

★ ROPER, John W., Capt., USN, Washington, D. C.: CO of USS *Wisconsin* in combat against the enemy, 6 Mar-11 Aug 1945.

★ RYSSY, John W., Comdr., USCG, Wilmington, N. C.: Escort division Commander, Southwest Pacific area, 1 Dec 1944 to 8 Mar 1945.

★ SEITZ, George A., Capt. (then Commo.), USN, Washington, D. C.: ComHedRonFairWing 15 and aviation base facilities at Port Lyautey, French Morocco.

★ SHARP, George A., Capt., USN, New London, Conn.: CO of a vessel patrolling enemy waters of the Southwest Pacific area.

★ TAYLOE, Gordon B., Capt., (MC) USN, Aulander, N. C.: Senior medical officer of the U. S. Naval Group in China, 29 Sept 1943 to 5 June 1945.

★ TUTTLE, Magruder H., Comdr., USN, Lenoir, N. C.: ComHedRonFairWing 15, 15 Jan 1944 to 15 Aug 1944.

★ WARD, Murray, Comdr., USNR, Beverly Hills, Calif.: Chief of press censorship, CincPac and CincPoa, 1 July 1943 to 31 Aug 1945.

SILVER STAR MEDAL

Gold star in lieu of third award:

★ MANSELL, Paul L. Jr., Lt. Comdr., USNR, Poquonock Bridge, Conn.: Assistant approach officer, submarine war patrol.

Gold star in lieu of second award:

★ BAKER, Troy L., CMoMM, USN, San Diego, Calif.: Member of the boarding party and auxiliaryman-in-charge, USS *Tirante*, 2d war patrol, East China and Yellow Seas, 20 May to 19 July 1945.

★ CAMPBELL, Edward G., Lt., USNR, Wynnewood, Pa.: Executive officer, navigator, and assistant approach officer, USS *Tirante*, 2d war patrol, East China and Yellow Seas, 20 May to 19 July 1945.

★ HARPER, John D. Jr., Lt. Comdr., USN, Trinidad, Colo. (missing in action): Assistant approach officer, USS *Shark*, war patrol.

★ PLEATMAN, Ralph F., Lt., USNR, Cincinnati, Ohio: Assistant approach officer, submarine war patrol.

★ REMLEY, David W., CTM, USN, Batavia, Ohio: Chief of the boat, USS *Tirante*, 1st war patrol, East China and Yellow Seas, 3 Mar-25 Apr 1945.

First award:

★ ANNABLE, Peter F., Lt.(jg), USNR, New Canaan, Conn.: Hangar deck officer, aircraft carrier, Iwo Jima, 21 Feb 1945.

★ BYERS, Donald G., Lt., USNR, Indianapolis, Ind.: CO of a subchaser, Central Mediterranean, April 1943 to October 1944.

★ CARPENTER, Richard J., CTM, USN, Iowa City, Iowa: Action on board USS Abner Read, Leyte Gulf, 1 Nov 1944.

★ COLE, George H., ACMM, USN, Merrimack Park, Va. (posthumously): Attached to CompRon 65, USS *St. Lo*, Second Battle of the Philippine Sea, 25 Oct 1944.

★ GALLAGHER, Wesley J. H., Lt.(jg), USNR, St. Louis, Mo.: Boat captain of PT 202, MTB Squadron 15, off coast of Italy, 15-16 July 1944.

★ GOODMAN, Claude L. Jr., Lt. Comdr., USN, Newport News, Va. (missing in action): Assistant approach officer, USS *Barbel*, 1st war patrol.

★ GREAVES, William B., ACM, USN, Los Angeles, Calif. (posthumously): Hangar deck assistant, USS *Saint Lo*, Philippines area, 25 Oct 1944.

★ GREEN, Laurence B., Lt., USN, Brooklyn, N. Y.: OTC of a patrol consisting of two MTBs during attack on four enemy barges, Wewak, New Guinea, 29 Apr 1944.

★ HENDERSON, Paul M. Jr., Lt., USNR, Lakeland, Fla. (missing in action): Pilot of a carrier-based fighter plane, Bonin Islands, 15 June 1944.

★ HICKS, Rex L., Capt., USN, Stronghurst, Ill.: CO of USS *Louisville* when it was under air attack by enemy planes.

★ JOHNSON, Edwin C., Sgt., USMC, Chicago, Ill.: Action on Guam.

★ KASKI, Carl R., Lt., USN, Groton Long Point, Conn.: Attached to a vessel in enemy controlled waters, Southwest Pacific area.

★ KNEISEL, Edmund B., Lt., USNR, Atlanta, Ga. (missing in action): Diving officer, USS *Barbel*, first war patrol.

★ LAIRD, Richard F., CM2c, USN, Varysburg, N. Y. (posthumously): Lookout supervisor, USS *Princeton*, Second Battle of the Philippine Sea, 24 Oct 1944.

★ LEEDS, John R., Comdr., USN, Abington, Pa.: Member of staff, Commander, 7th Amphibious Force, invasion of Wakde Island, New Guinea, 17 May 1944.

★ LERNER, Harold B., Lt., USNR, San Francisco, Calif.: Boat captain of PT 212, MTB Squadron 15, Gulf of Genoa, Italy, March 1945.

★ LYONS, Frank J., Ens., USNR, El Paso, Tex. (posthumously): Control officer of 20-mm. gun, aircraft carrier, Philippines area.

★ MACDONALD, Robert S., Lt., USNR, New York, N. Y. (missing in action): Assistant torpedo data computer operator, USS *Shark*, war patrol.

Chevron (MCB, San Diego)

"Doesn't it strike you that Mirkleburger has gone up pretty fast since he was put in the supply department?"

Silver Star Medal cont.

★ MARCUSE, Theodore C., Lt., USNR, San Francisco, Calif.: Communications, radar and sonar officer, USS *Tirante*, 2d war patrol, East China and Yellow Seas, 20 May-19 July 1945.

★ MARTIN, James C., HA1c, USN, Kewanee, Ill.: Serving with Marine infantry battalion, Iwo Jima, 8 Mar 1945.

★ MARTINI, Rinaldo, Sgt., USMC, Fort Myers, Fla.: Machine gun section leader, Marine infantry battalion, Iwo Jima, 19 Feb 1945.

★ MULLETT, Paul A., Corp., USMC, Baltimore, Md.: Served with a Marine battalion, Saipan, 16 June 1944.

★ O'CONNOR, Edward H., Lt.(jg), USNR, San Francisco, Calif. (posthumously): Served as 40-mm. quadruple gun mount director officer aboard a cruiser, Luzon.

★ OVERPECK, Raymond A., 1st Lt., USMCR, Chicago, Ill.: Engaged against the enemy, Iwo Jima, 3 Mar 1945.

★ PAIGE, Eugene S., PhM3c, USNR, Maspeth, N. Y. (posthumously): Action against the enemy, Tinian, 24 July 1944.

★ PEABODY, Endicott II, Lt., USNR, Syracuse, N. Y.: Torpedo data computer operator, USS *Tirante*, 1st war patrol, East China and Yellow Seas, 3 Mar-25 Apr 1945.

★ POTTS, William E., PhM1c, USN, Reedy, W. Va.: Serving with a Marine infantry battalion, Iwo Jima, 27 Feb 1945.

★ PREMO, Clarence J., Lt., USN, Somersworth, N. H. (posthumously): Navigator aboard a vessel, Second Battle of the Philippine Sea.

★ QUESENBERRY, John T., PhM3c, USNR, Miles City, Mont. (posthumously): Served with the 3d Marine Div., Guam, 26 July 1944.

★ REED, Thomas E., MM2c, USN, Roanoke, Va. (missing in action): Attached to the USS *Johnston*, Battle off Samar.

★ SAMUELSEN, Laurence A., S1c, USNR, Menlo Park, Calif. (posthumously): Served on board the USS *Birmingham*, Second Battle of the Philippine Sea, 24 Oct 1944.

★ SAVAGE, Jack M., CPhM, USNR, Lancaster, Pa. (posthumously): Served on board the USS *Birmingham*, Second Battle of the Philippine Sea, 24 Oct 1944.

★ SCOBELL, Richard C., Lt.(jg), USNR, Rochester, N. Y.: Torpedo bomber pilot, TorpBomRon 7, USS *Hancock*, Battle for Leyte Gulf, 25 Oct 1944.

★ SHEA, Thomas D., PhM2c, USNR, Fitchburg, Mass.: Ambulance driver, 4th Marine Div., Saipan, 3 July 1944.

★ SHROM, Amos R., PhM2c, USNR, Millway, Pa. (posthumously): Action with 6th Marine Div., Saipan, 15 June 1944.

★ SLACK, Duane D., AMM2c, USN, Tacoma, Wash.: Action aboard the USS St. Lo, Philippines area, 25 Oct 1944.

★ SMOOT, Gilbert J., Corp., USMCR, Baltimore, Md.: Attached to a Marine rifle company, Iwo Jima, 3 Mar 1945.

★ STANSBERRY, Gilbert J., S2c, USNR, Grafton, W. Va. (posthumously): Powderman, USS *Samuel B. Roberts*, Second Battle of the Philippine Sea, 25 Oct 1944.

★ STEELE, Lynn E., AMM2c, USNR, Rupert, Idaho (posthumously): USS *St. Lo*, Philippines area, 25 Oct 1944.

★ STEWART, Frank A., Lt., (MC) USNR, Burlingame, Calif.: Served with 1st Marine Div., Cape Gloucester, New Britain, 14 Jan 1944.

★ STONEBURNER, Seabury D., Lt., USNR, Richmond, Va.: PT division leader operating with a MTB squadron, Ligurian Sea, August-October 1944.

★ STOUT, Junius J., CPHoM, USNR, Hollywood, Calif. (posthumously): Attached to the field photographic branch, OSS, invasion of France, June 1944.

★ STREETER, Eugene J. Jr., Lt.(jg), USNR, Fresno, Calif., missing in action: Pilot of a fighter plane, FightRon 14, USS *Wasp*, Luzon, 18 Oct 1944.

★ TAPSCOTT, Joe F., Sgt., USMC, Lamoni, Iowa: Served with a Marine infantry battalion, Iwo Jima, 22 Feb 1945.

★ TATRO, Wilfred B. Jr., Lt., USNR, Warwick Neck, R. I.: Aided in rescue of a Navy pilot shot down in an enemy held bay, Southwest Pacific.

★ THOMAS, Edmond F., CMoMM, USN, Ringling, Okla.: Served aboard the USS *Tirante*, 1st war patrol, East China and Yellow Seas, 3 Mar-25 Apr 1945.

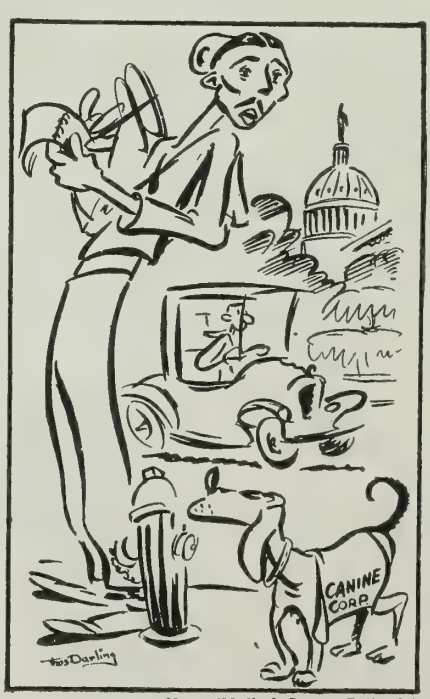
★ TROWBRIDGE, Herbert W., Lt., USNR, Boston, Mass. (posthumously): Engineering officer, USS *Samuel B. Roberts*, Second Battle of the Philippine Sea, 25 Oct 1944.

★ VICKERS, Lawrence V., BM2c, USNR, Fort Myers, Fla. (posthumously): Lookout supervisor, USS *Princeton*, Second Battle of the Philippine Sea, 24 Oct 1944.

★ WALMSLEY, Joseph V., PhM3c, USNR, Holmes, Pa. (posthumously): Served with the 4th Marine Div., Saipan and Tinian, 15 June-10 July and 24 July 1944.

★ WHEELER, John T., Lt., USN, Ft. Collins, Colo. (posthumously): Control officer of an AA gun, Philippines area.

★ WHITE, Ralph A., CSF, USN, San Francisco, Calif. (posthumously): Served on the USS *Princeton*, Second Battle of the Philippine Sea, 24 Oct 1944.



News (Medical Center, Bethesda)
"What're your post-war plans?"

DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

★ BACON, Charles E., 2nd Lt., USMCR, Eustis, Fla.: Participating in aerial flights in the Southwest Pacific area.

Gold star in lieu of second award:

★ BACON, Charles E., 2nd Lt., USMCR, Eustis, Fla.: Participating in aerial flights in the Southwest Pacific area.

★ BROOKS, Thomas P. Jr., Ens., USNR, Concord, Mass. (missing in action): Pilot of a torpedo bomber, Air Group 13, USS *Franklin*, Philippines area, 19 Oct 1944.

★ KALUS, Daniel S., Lt., USNR, Cudahy, Wis. (missing in action): Leader of a six-plane dive bomber section, USS *Hancock*, Manila Bay, 25 Nov 1944.

★ LINDNER, Robert H., Lt. Comdr., USNR, St. Paul, Minn. (missing in action): Coordinator and leader of a fighter strike, Chichi Jima, 23 Feb 1945.

★ MELTON, Samuel, ARM1c, USNR, Union, S. C.: Radioman of a carrier-based torpedo plane, Philippines area, 25 Oct 1944.

★ NOYES, Roger F., Lt., USNR, St. Louis, Mo. (posthumously): Leader of a group of dive bombers, USS *Essex*, Formosa, 12 Oct 1944.

★ STEPHENS, John W., AOM2c, USN, Frederick, Md.: Gunner of a carrier-based torpedo plane, Second Battle of the Philippines, 26 Oct 1944.

★ TEPAS, Paul E., Lt., USNR, Portsmouth, Ohio (posthumously): Pilot of a carrier-based dive bomber, Gilbert Islands on 19-22 Nov 1943, Kwajalein on 4 Dec 1943, Roi-Namur on 29-31 Jan 1944 and 1 Feb 1944.

★ TSARNAS, John E., Lt. (jg), USNR, Longvale, Calif. (missing in action): Pilot and wingman in a carrier-based bomber section, Squadron 20, Cavite Harbor, Luzon, 13 Nov 1944.

★ WALL, James R., Ens., USNR, St. Louis, Mo.: Twenty combat flight missions, 22 Mar-30 June 1945, Southwest Pacific area.

First award:

★ BARTON, Robert S., Lt. (jg), USNR, Washington, D. C. (posthumously): Section leader of a group of fighter planes, USS *Hancock*, Philippines area, 29 Oct 1944.

★ BERNSTEIN, Ferdinand F., ARM2c, USNR, Richmond Hill, N. Y.: Radioman of a carrier-based torpedo plane, participated in 20 strikes in Tokyo Bay area, Volcano Islands, Nansei Shoto, 16 Feb 1945 through 31 May 1945.

★ BROOKS, Robert F., Lt. (jg), USNR, Windsor, Conn. (missing in action): Section leader in Fighting Squadron 13, USS *Franklin*, Luzon, 17 Oct 1944.

★ BROTHERS, Richard, Ens., USNR, Los Angeles, Calif. (missing in action): Pilot of a torpedo bomber, Torpedo Squadron 84, USS *Bunker Hill*, Tokyo area, 16 Feb 1945.

★ BURNS, Robert O. Jr., Ens., USNR, Clinton, N. Y. (missing in action): Pilot of a fighter plane in Air Group 30, USS *Belleau Wood*, Bonin Islands and Tokyo area, 15 Feb 1945 to 1 Mar 1945.

★ BUTLER, William B., ARM2c, USNR,

Cincinnati, Ohio (missing in action): Aircrewman of a torpedo bomber attached to Air Group 13, USS *Franklin*, Philippines area, 15 Oct 1944.

★ CHANDLER, Robert D., ARM2c, USN, Hartford, Ala. (missing in action): Aircrewman of a scout bomber, USS *Franklin*, Bonin, Marianas, Caroline, Nansei, Formosa and Philippine Islands area, from 4 July and culminating in the Battle for Leyte Gulf on 25 Oct 1944.

★ CLARK, Omer H., Ens., USN, Dallas, Tex.: Pilot of a fighter plane in Fighting Squadron 46, USS *Cowpens*, Tokyo area, 16 Feb 1945.

★ CONAWAY, Virgil C., Lt. (jg), USNR, Virginia, Minn. (posthumously): Pilot of a bombing plane, Bombing Squadron 7, USS *Hancock*, Battle off Samar, 25 Oct 1944.

★ EISENGREIN, Edward H., Lt., USNR, Utica, N. Y. (missing in action): Pilot of a dive bomber, Bombing Squadron 18, USS *Intrepid*, Okinawa, 10 Oct 1944.

★ FRAZER, Robert H., Lt. (jg), USNR, Bemidji, Minn. (missing in action). Pilot of a fighter plane, USS *Ommaney Bay*, Battle off Samar, 25-26 Oct 1944.

★ HAAS, Frank M. Jr., Lt. (jg), USNR, Sunbury, Pa. (missing in action): Pilot of a seaplane, USS *Indiana*, air-sea rescue, Nansei Shoto, 27 Mar 1945.

★ HAMMOND, Keene G., Lt. Comdr., USN, Kathwood, S. C. (posthumously): CO of a carrier-based fighting squadron, Philippines area, 11-14 Nov and 25 Nov 1944.

★ HUDSON, Harmon R., Lt.(jg), USNR, West Monroe, La. (posthumously): Pilot of a torpedo bomber, Air Group 13, USS *Franklin*, Formosa, 12 Oct 1944.

★ HUGHES, Edward O., ARM3c, USNR, Bay Shore, N. Y. (missing in action): Aircrewman of a torpedo bomber, Air Group 13, USS *Franklin*, Manila Bay area, 19 Oct 1944.

★ KINSELLA, Richard A., Lt.(jg), USNR, San Rafael, Calif. (missing in action): Pilot of a bombing plane, Bombing Squadron 7, USS *Hancock*, Battle off Samar, 25 Oct 1944.

★ KUMMERLIN, Robert J., Ens., USNR, Cleveland, Ohio (posthumously): Pilot of a torpedo plane, USS *Kitkun Bay*, Battle for Leyte Gulf, 25 Oct 1944.

★ LAMBERSON, William L., Lt. Comdr., USN, Oskaloosa, Iowa (posthumously): CO of Fighting Squadron 3, USS *Yorktown*, Luzon, 14 Nov 1944.

★ LEGATOS, Sabe, Lt.(jg), USNR, Sacramento, Calif. (missing in action): Pilot of a fighter plane, USS *Fanshaw Bay*, Battle for Leyte Gulf, 25 Oct 1944.

The Dial (NTS, Chicago)
"Guess who goes on watch in 15 minutes?"

★ LINDNER, Robert H., Lt. Comdr., USNR, St. Paul Minn. (missing in action): CO of air group attached USS *Belleau Wood*, Tokyo area, 16 Feb 1945.

★ MATHER, Bruce S., Lt., USNR, Pasadena, Calif. (missing in action): Pilot of a torpedo bomber, Composite Squadron 75, USS *Ommaney Bay*, Battle for Leyte Gulf, 25 Oct 1944.

★ MCGOWAN, Edwin W., Lt.(jg), USNR, Wellesley Hills, Mass. (missing in action): Pilot of a torpedo plane, USS *Hornet*, Philippines area, 11 Nov 1944.

★ OSBORNE, Grier P., AMM3c, USN, Peach Bottom, Pa. (missing in action): Gunner of a torpedo bomber, Air Group 13, USS *Franklin*, Formosa, 12 Oct 1944.

★ PICKENS, Leonard, ARM2c, USNR, Newton Falls, Ohio (missing in action): Aircrewman of a scout bomber, USS *Franklin*, Bonin, Marianas, Caroline, Nansei, Formosa and Philippine Island areas from 4 July and culminating in the Battle for Leyte Gulf, 24 Oct 1944.

★ PLOGER, Francis J., ARM3c, USNR, Grand Rapids, Mich. (missing in action): Aircrewman of a torpedo bomber, Air Group 13, USS *Franklin*, Manila Bay area, 19 Oct 1944.

★ PORTER, Arthur, Ens., USNR, St. Paul, Minn. (missing in action): Pilot of a torpedo bomber, Torpedo Squadron 84, USS *Bunker Hill*, Tokyo area, 16 Feb 1945.

★ RAJZA, Stanley P., ARM3c, USNR, Wilkes Barre, Pa. (missing in action): Aircrewman of a torpedo bomber, Air Group 13, USS *Franklin*, Formosa, 12 Oct 1944.

★ RELLIS, Eric F., Lt.(jg) (then Ens), USNR, Chicago, Ill.: Pilot of a carrier-based torpedo plane, Manila Bay area, 13 Nov 1944.

★ RELYEA, Charles D. Jr., Ens., USNR, Fairfield, Conn. (posthumously): Pilot of a torpedo bomber, Air Group 30, USS *Belleau Wood*, Nansei Shoto, 1 Mar 1945.

★ RICHARDSON, John P., Ens., USNR, Oak Hill, Fla.: Pilot of a bomber, USS *Suwanee*, Battle for Leyte Gulf, 25 Oct 1944.

★ RILEY, Joseph T., Lt., USNR, Bethlehem, Pa. (missing in action): Division leader of a group of carrier-based fighter planes, Battle for Leyte Gulf, 25 Oct 1944.

★ SARGENT, John F. Jr., Lt.(jg), USNR, Boston, Mass. (posthumously): Pilot of a carrier-based fighter plane, Lingayen Gulf, 6 Jan 1945.

★ SHANE, Harold J., AOM1c, USN, York, Pa. (missing in action): Gunner of a torpedo bomber, Air Group 13, USS *Franklin*, Manila Bay area, 15 Oct 1944.

★ SHAW, Robert C., Lt., USN, Ashland, Kans. (posthumously): Pilot of a carrier-based dive bomber, Bombing Squadron 6, Gilbert and Marshall Islands and Truk, 19 Nov 1943 to 16 Feb 1944.

★ SHEA, Joseph D., Lt.(jg), USNR, Waterbury, Conn. (posthumosuly): Patrol plane commander of a Navy Liberator, Patrol Bombing Squadron 104, search patrol, Brunei Bay area northwest Borneo, 12 Dec 1944.

★ SHETLER, Carl E., ARM3c, USNR, Wayland, N. Y. (posthumously): Aircrewman of a dive bomber, USS *Essex*, Second Battle of the Philippine Sea, 24 Oct 1944.

★ SIRES, Howard E., Lt., USNR, Spangle, Wash. (missing in action): CO of a Navy Liberator, Patrol Bombing Squadron 111, reconnaissance patrol, Nansei Shoto, 5 Feb 1945.

★ SLOAN, Julius L. Jr., Lt., USNR, Monument, N. M. (missing in action): Pilot of a fighter plane, Fighting Squadron 37, USS *Sangamon*, Battle for Leyte Gulf, 25 Oct 1944.

★ SMITH, Marvin T., Lt. Comdr, USNR, Moultrie, Ga. (posthumosuly): CO of Patrol Bombing Squadron 101, Borneo and Mindanao, 21 Aug to 24 Dec 1944.

★ SNEAD, Charles S., Lt.(jg), USNR, Bessemer, Ala. (missing in action): Pilot of a bombing plane, Bombing Squadron 7, USS *Hancock*, Philippines area, 26 Oct 1944.

★ STEIN, Allan E., Lt., USNR, Detroit, Mich.: Photographer in a carrier-based plane, Iwo Jima, Kyushy, Kikai and Okinawa, 20 Feb to 27 Apr 1945.

★ SULLIVAN, Gerald M. Jr., Lt., USNR, Newtonville, Mass. (missing in action): Section leader of a division of four fighter planes, USS *Hancock*, Battle for Leyte Gulf, 26 Oct 1944.

★ TRACY, George J. Jr., Ens., USNR, Lowell, Mass. (missing in action): Pilot of a fighter plane, Air Group 30, USS *Belleau Wood*, Bonin Islands and Tokyo areas, 15 Feb to 1 Mar 1945.

★ TSARNAS, John E., Lt.(jg), USNR, Longvale, Calif. (missing in action): Pilot and wingman in a carrier-based bomber section of Squadron 20, Ormoc Bay, Leyte, 11 Nov 1944.

★ TURNER, William H. Jr., Ens., USNR, Wilson, N. C. (posthumously): Pilot in fighting squadron of USS *Cabot*, Formosa, 16 Oct 1944.

★ WEBB, Eugene N., Lt. Comdr., USN, Windsor, Mo. (posthumously): CO of carrier-based composite squadron, Philippines area, 1 Jan to 15 Jan 1945.

★ WHITTINGHILL, James D., AMM1c, USN, Ashland, Ore. (missing in action): Gunner of a torpedo bomber, Air Group 13, USS *Franklin*, Manila Bay area, 19 Oct 1944.

★ WILCOX, Russell S., Lt., USNR, Skokie, Ill. (posthumously): Pilot of a dive bomber and section leader of carrier-based Bombing Squadron 20, Okinawa and Formosa, 10 Oct and 12 Oct 1944.

★ WILSON, Thomas F., Lt., USNR, Traverse City, Mich. (missing in action): Pilot of a fighter plane and division leader in Composite Squadron 75, USS *Ommaney Bay*, Battle for Leyte Gulf, 25-26 Oct 1944.

★ WOODARD, Reece J., 1st Lt., USMCR, Hillsdale, Mich.: Aerial flight in the Southwest Pacific, completing his 20th mission.

NAVY AND MARINE CORPS MEDAL

★ DANDY, Wilbur D., AMM2c, USNR, Sioux Rapids, Iowa (posthumously): Plane crash, Oahu, T. H., 19 Dec 1944.

★ DELANEY, Maurice, BM2c, USN, Logansport, Ind. (posthumously): Rescue, 1 Dec 1944.

★ EWALD, Erwin M., SM3c, USNR, Flushing, N. Y. (posthumously): Rescue, Philippines area, 4 Jan 1945.

★ DECORATIONS

Navy, Marine Corps Medal cont.

★ KRUSE, Donald D., RT1c, USNR, Camas, Wash. (posthumously): USS *LST 127*, Peleliu, 20 Sept 1944.

★ MADJESKI, Henry R., AMM3c, USN, Elizabeth, N. J.: Rescue, Hyannis, Mass., 1 June 1945.

★ NALL, Lewis C. Jr., S2c, USNR, Pensacola, Fla.: Rescue, Palm Beach, Fla., 20 Jan 1945.

★ NATTER, Charles W., SM3c, USNR, Atlantic City, N. J. (missing in action): USS *Samuel B. Roberts*, Battle off Samar, 25 Oct 1944.

★ ORR, Robert N., SF1c, USNR, Long Beach, Calif. (posthumously): Attached to an aircraft carrier, vicinity of Samar.

★ OSBORNE, Jerry G., WT1c, USN, Brunswick, Tenn. (posthumously): USS *Samuel B. Roberts*, Battle off Samar, 25 Oct 1944.

★ PETRILLO, Thomas J., GM3c, USNR, Methuen, Mass. (posthumously): USS *St. Lo*, Philippine Islands, 25 Oct 1944.

★ PILKINGTON, Hardy L., PhM1c, USNR, Manchester, Ga. (posthumously): USS *Rich*, Normandy invasion, 8 June 1944.

★ PORTIS, Donald E., S2c, USNR, Mason City, Iowa: USS *Eversole*, 29 Oct 1944.

★ PRICE, Robert H., Lt. Comdr., USN, Shelbyville, Ill. (posthumously): Acting air officer of an aircraft carrier, Philippine Sea, 18 Dec 1944.

★ ROZZELLE, John T., S1c, USNR, Troy, Ala. (missing in action): USS *Samuel B. Roberts*, Battle off Samar, 25 Oct 1944.

★ STEVENS, William C., RM2c, USNR, Roff, Okla.: USS *St. Lo*, Philippine Islands, 25 Oct 1944.

★ VAUGHAN, Louis D., ARM3c, USN, Sheridan, Tex. (posthumously): Rescue, Pacific war area, 26 Oct 1944.

★ VIDRINE, Gil J. Jr., GM3c, USNR, Opalousa, La.: Rescue, 1 Dec 1944.

★ WEAVER, Herbert M., WT1c, USN, Escalon, Calif. (posthumously): USS *Parrott*, collision off the coast of Virginia, 2 May 1944.

★ YOUNG, Charles A., SoM3c, USNR, Steubenville, Ohio: USS *Reid*, S.W. Pacific area, 11 Dec 1944.

★ ZETTERHOLM, Karl E., Lt., (ChC), USNR, Erie, Pa.: Rescue, Jacksonville, Fla., 4 Feb 1944.

BRONZE STAR MEDAL

Gold star in lieu of second award:

★ AHLERS, Henry J., PhM3c, USN, Baltimore, Md. (posthumously): Attached to the 10th Marines, 2nd Marine Division, Saipan, 20-21 June 1944.

★ BAUGHAN, Robert L., Lt., USN, Huntington, W. Va.: Navigator of an Atlantic Fleet destroyer, amphibious invasion of southern France, August 1944.

★ HARTMAN, Paul E., Comdr., USN, Brookline, Mass.: CIC air operations officer and acting air officer on a carrier, Central and Western Pacific areas, 1 Nov 1944 to 11 Apr 1945.

★ JONES, Donald R., Lt.(jg), USN, Mt. Morris, Ill.: First lieutenant and damage control officer, USS *Tirante*, second war patrol, East China and Yellow Seas, 20 May 1945 to 19 July 1945.

★ LEWIS, John R., Sgt., USMC, Cleveland, Ohio: Platoon guide of an assault rifle company, Iwo Jima, 11 Mar 1945.

★ SPENCE, Howard W., GM1c, USN, Lansford, Pa.: Gunner's mate-in-charge, USS *Tirante*, first war patrol, East China and Yellow Seas, 3 Mar 1945 to 25 Apr 1945.

First award:

★ AKERS, Jasper D., Lt., USN, Rockland, Maine: Electrical officer attached to a cruiser during an enemy air engagement in the Southwest Pacific.

★ ALLSTOT, Max V., S1c, USNR, Denison, Iowa (posthumously): Member of a gun crew aboard a cruiser, Luzon, 5-6 Jan 1945.

★ BAINES, Jack B., Lt. Comdr., USNR, Oakland, Calif.: Attached to the 81st CB during assault on France, 6 June 1944.

★ BALICE, Carmine A., 1st Lt., USMCR, Ionia, Mich.: Leader of a 37-mm. gun platoon, Iwo Jima, 19 Feb 1945.

★ BARROWS, Wilbur R., Lt., USNR, Santa Fe, N. M.: OinC, 81st CB during assault on France, 6 June 1944.

★ BERGEN, Richard H., EM1c, USNR, Farmington, Conn.: Controlman aboard a vessel on war patrol, Southwest Pacific area.

★ BETTS, Cecil E., Lt.(jg), USN, Phoenix, Ariz.: Battery officer, USS *St. Lo*, Battle off Samar, 25 Oct 1944.

★ BITTICK, William C. Jr., Sgt. Maj., USMC, Yoakum, Tex.: Action against the enemy, Saipan, 16 June 1944.

★ BLAYLOCK, James I., S1c, USNR, Pikesville, Tenn. (posthumously): Member of a gun crew aboard a cruiser, Luzon, 5-6 Jan 1945.

★ BOEBEL, Robert T., Lt., USNR, Kaukauna, Wis.: Boat captain of PT 214, MTB Squadron 15, action against German convoy north of Elba, Italy, 27-28 Mar 1944.

★ BOHM, Charles H., BM1c, USCG, Alexandria, Va.: Coxswain of a control boat during amphibious assault, Lingayen Gulf.

★ BOLTON, James A. Jr., Corp. USMC, Fulton, Mo.: Iwo Jima, March 1945.

★ BURLEY, Albert C., Lt., USN, Norwich, Conn.: Submarine war patrol.

★ BURTON, Willis H., 2nd Lt., USMC, Detroit, Mich.: Commander of rifle platoon, Iwo Jima, 27 Feb 1945.

★ BUTLER, William M., Lt. Comdr., USN, Oakland, Calif.: Torpedo data computer operator, USS *Barbel*, first war patrol.

★ CALHOUN, Charles D., Lt.(jg), USNR, Gentry, Ark.: Executive officer and CO of PT 208, MTB Squadron 15, European waters, January-September 1944.

★ CALHOUN, Thomas J., Lt. Comdr., USNR, Houston, Tex. (posthumously): Communication officer, staff of ComBat Div 2, Second Battle of the Philippine Sea, 18-25 Oct 1944.

★ CAMPBELL, Edward G., Lt., USNR, Wynnewood, Pa.: Diving and engineering officer, USS *Tirante*, first war patrol, East China and Yellow Seas, 3 Mar 1945 to 25 Apr 1945.

★ CHIN, Shoon, S2c, USNR, Detroit, Mich. (posthumously): Member of a gun crew aboard a cruiser, Luzon, 5-6 Jan 1945.

★ CLIFFORD, Eugene S. A., Lt., USNR, San Francisco, Calif.: Leader of a division of three PT boats, MTB Squadron 15, off coast of Italy, 18-19 May 1944.

★ CURRAN, Charles T., Lt.(jg), USNR, Gary, Ind.: Attached to 81st CB during assault on France, 6 June 1944.

★ DAVIS, Gerald O., FC1c, USN, Long Beach, Calif.: Stern planesman and fire controlman aboard a submarine during war patrol.

★ DIGARDI, Edward M., Lt.(jg), USNR, Martinez, Calif.: OOD, USS *Johnston*, during Battle off Samar, 24 Oct 1944.

★ DICKEY, George D., Capt., USN, Vallejo, Calif.: Logistics officer, staff of Commander, 11th Amphibious Force, prior to and during assault on coast of France, 6 June 1944.

★ DUNFEE, Charles F., Corp., USMC, Bellaire, Ohio: Squad leader in a Marine rifle company, Iwo Jima, 24 Feb 1945.

★ EDWARDS, Edwin R. Jr., Lt., USNR, Rockland, Maine: CO of USS *APc 4*, operating in escort for an LCT(5) convoy, New Britain, 15 Dec 1943.

★ EDWARDS, Robert M., S1c, USNR, West Terre Haute, Ind. (posthumously): Member of a gun crew aboard a cruiser, Luzon, 5-6 Jan 1945.

★ FISH, John W., Lt. Comdr., (MC) USNR, Louisville, Ky. (posthumously): Flight surgeon, Air Group 18, USS *Intrepid*, Philippines area, 10 Oct to 6 Nov 1944.

★ FORTIER, Gerald A., CBM, USCG, New Orleans, La.: Prevented a drifting army barge from beaching on an enemy position off Wewak, New Guinea, 12 Mar 1945.

★ FORTUNE, Porter L. Jr., Lt., USNR, Old Fort, N. C.: CO of USS *APc 2*, operating in escort for an LCT(5) convoy, New Britain, 21 Dec 1943.

★ FOX, Louis W., Lt., USN, Norfolk, Va. (posthumously): Attached USS *St. Lo*, Battle for Leyte Gulf, 25 Oct 1944.

★ FRANK, Herman E., CTM, USNR, Goliad, Tex.: Torpedoman's mate-in-charge, USS *Tirante*, first war patrol, East China and Yellow Seas, 3 Mar-25 Apr 1945.

★ FRUSHOUR, Joseph F., S2c, USNR, Denver, Colo. (posthumously): Member of a gun crew aboard a cruiser, Luzon, 5-6 Jan 1945.

★ GABRIELLI, Elmo, S2c, USNR, Reno, Nev. (posthumously): Member of a gun crew aboard a cruiser, Luzon, 5-6 Jan 1945.

★ GALL, Andrew Jr., S1c, USNR, Joliet, Ill. (posthumously): Member of a gun

Hoist (NTC, San Diego)

"Haven't you and your kid got anything better to do than stand around looking in people's windows?"

Eight Ball (NavHosp, Pearl Harbor)

"Pay him no mind, Mamie . . . Gobs are all alike!"

crew aboard a cruiser, Luzon, 5-6 Jan 1945.

★ GIBB, Arthur, Lt. Comdr., USNR, Rumson, N. J.: Air operations officer, USS *Lexington*, 23 July 1944 to 15 May 1945.

★ GOODMAN, Claude L. Jr., Lt. Comdr., USN, Newport News, Va. (missing in action): Assistant approach officer, USS *Barbel*, on war patrol.

★ GRACE, Garland D., CPhM, USN, Fristoe, Mo.: Treating injured aboard USS *LST 472* while under enemy fire, 15 Dec 1944.

★ GREEN, Robert R., S2c, USNR, Fame, Okla. (posthumously): Member of a gun crew aboard a cruiser, Luzon, 5-6 Jan 1945.

★ GRIFFIN, Jimmy C., S1c, USNR, Los Angeles, Calif.: Member of the forward repair party, USS *Abner Read*, Leyte Gulf, 1 Nov 1944.

★ GRZYB, Ray, S2c, USNR, Chicago, Ill. (posthumously): Member of a gun crew aboard an aircraft carrier, Philippines area.

★ GULLICKSON, Howard M., Lt., USNR, Billings, Mont.: Intelligence officer, staff of Commander, Amphibious Group 9, 22 Sept 1944 to 1 July 1945.

★ HOWELL, Arthur G., CRT, USNR, East Moriches, N. Y.: Rescue of survivors of a U. S. ship after it was sunk, Southwest Pacific area.

★ JOHNSON, Raymond A., GM3c, USNR, Kane, Pa. (posthumously): Antiaircraft gunner aboard an aircraft carrier, Philippines area.

★ KELLERMAN, Ross R., Capt., USN, Seattle, Wash.: Aerological officer, Aircraft Seventh Fleet, in charge of the Navy Weather Central, Manila.

★ KELLY, Thomas A., Lt., USNR, Brooklyn, N. Y.: Communication officer, USS *St. Lo*, Battle for Leyte Gulf, 25 Oct 1944.

★ KIRSTEIN, Alvin E., Lt., USNR, Asheville, N. C. (missing in action): Diving officer, USS *Shark*, war patrol, Pacific area.

★ KRAEMER, Clarence, Corp., USMC, Paris, Ill.: Regimental scout attached to assault battalion, Iwo Jima, 19 Feb 1945.

★ LANGLEY, J. T., 1st Sgt., USMC, Columbia, La.: Served with Marine Forces on Guam.

★ LEDFORD, William E., Ens., USN, Oakland, Calif.: Assistant torpedo officer, USS *Tirante*, first war patrol, East China and Yellow Seas, 3 Mar-25 Apr 1945.

★ LEHMAN, Stephen M., Lt.(jg), (DC) USNR, S. Pasadena, Calif. (posthumously): Assistant surgeon of an assault battalion, Saipan, 15 June-4 July 1944.

★ LEWIS, Edward E., CM, USCG, Claremont, N. H.: Prevented a drifting army barge from beaching on an enemy position off Wewak, New Guinea, 12 Mar 1945.

★ LIDDELL, James W. Jr., Lt., USNR, Joliet, Ill.: Saved lives of survivors of a stricken U. S. ship, Southwest Pacific area.

★ LUBKER, Robert H., Lt.(jg), USNR, Providence, R. I.: Attached to the 81st CB, assault on France, 6 June 1944.

★ LYON, Judson S., Lt.(jg), USNR, Orange, N. J.: Boat captain of PT 207, MTB Squadron 15, off coast of Elba, Italy, 17-18 June 1944.

★ MACKAY, Andrew G., Lt.(jg), USN, Waltham Mass.: Junior OOD, USS *Guavina*, war patrol.

★ MACON, Shirley R., CGM, USN, Birmingham, Ala. (posthumously): In command of all ordnance casualties, USS *Samuel B. Roberts*, Second Battle of the Philippine Sea, 25 Oct 1944.

★ MARSHALL, John R., BM1c, USN, Mexico, Mo.: Assistant in charge of a battery, USS *St. Lo*, Philippines area, 25 Oct 1944.

★ MAY, Clarence A., CMoMM, USN, Delight, Ark.: Aboard USS *Tirante*, second war patrol, East China and Yellow Seas, 20 May-19 July 1945.

★ MCGOWAN, William H., Lt., USCGR, San Francisco, Calif.: Executive officer and later CO of USS *LST 66*, amphibious operations at Cape Gloucester, 17 Jan 1944; invasion of Leyte, 20 Oct 1944.

★ MELINCAVAGE, Raymond J., S2c, USNR, Heckscherville, Pa. (posthumously): Member of a gun crew aboard a cruiser, Luzon, 5-6 Jan 1945.

★ MESSER, Freddie C., S1c, USNR, Mt. Pleasant, Iowa (posthumously): Member of a gun crew aboard a cruiser, Luzon, 5-6 Jan 1945.

★ MEYER, Otto C. Jr., Lt., USNR, Erie, Pa.: CO of an LCT(5), New Britain area, 26 Dec 1943.

★ MONSKY, Stanley J., Lt.(jg), USNR, Elizabeth, N. J.: Combat officer in the CIC and OOD, USS *Frost* in five successful submarine attacks.

★ NEWBERN, Henry C., GM3c, USNR, Cocoa, Fla. (posthumously): Attached armed guard crew, SS *Marcus Daly*, Philippines area, 24-30 Oct 1944; Mindanao, 5 Dec 1944.

★ NEWTON, Lester F., F1c, USN, Los Angeles Calif. (posthumously): Served aboard USS *Princeton*, Second Battle of the Philippine Sea, 24 Oct 1944.

★ O'LEARY, James J., AMM3c, USNR, Worcester, Mass. (posthumously): Served aboard USS *Princeton*, Second Battle of the Philippine Sea, 24 Oct 1944.

★ O'NEIL, Charles H., Comdr., USNR, Fall River, Mass.: Harbor defense and small craft officer, staff of ComServRonSoPac, March 1943 to 4 June 1945

★ PAGE, Nelson K., F2c, USNR, Amarillo, Tex. (posthumously): Attached USS *Princeton*, Second Battle of the Philippine Sea, 24 Oct 1944.

★ PERKOSKI, Stanley M., SC2c, USNR, North Attleboro, Mass.: Ammunition handler, USS *St. Lo*, Philippines area, 25 Oct 1944.

★ PINKLEY, Clarence L., Ens., USNR, Renton, Wash. (posthumously): Executive officer of PT 210, MTB Ron 15, Genoa Gulf, Italy, 19-20 July 1944.

★ PLATT, James W., 1st Lt., USMCR, Council Bluffs, Iowa: Leader of an assault battalion, Iwo Jima, 9 Mar 1945.

★ PRITCHETT, Jesse, Ens. (then CGM), USNR, Spring Place, Ga.: Gunner's mate-in-charge, submarine, war patrol.

★ PROUGH, Richard G., Lt.(jg), USNR, Kirkwood, Mo.: Photographic interpretation officer, staff of an amphibious task force, South Pacific area, 28 Aug 1943 to 12 Jan 1945.

★ QUIGLEY, Norman E., S1c, USNR, Clinton, Mich.: Gunner of armed guard crew, SS *Marcus Daly*, Philippines area, 24 Oct to 30 Oct 1944; Mindanao, 5 Dec 1944; Leyte, 10 Dec 1944.

★ RENO, Robert Jr., MM2c, USNR, Rochester, Pa.: Attached to aircraft carrier, Philippines area, 24 Oct 1944.

★ REQUARDT, Clarence H., S1c, USNR, Houston, Tex.: Attached armed guard crew, SS *Marcus Daly*, Philippines area, 24-30 Oct 1944; Mindanao, 5 Dec 1944; Leyte, 10 Dec 1944.

★ RICHARDSON, Homer M., Corp., USMC, East Cleveland, Ohio: Messenger in an assault rifle platoon, Iwo Jima, 19 Feb 1945.

★ RICHARDSON, Walter V., CMoMM, USN, Brentwood, Calif.: Attached to aircraft carrier, Philippines area, 24 Oct 1944.

★ RICHEY, Raymond E., Lt.(jg), USN, Compton, Calif.: Assistant torpedo data computer operator and battery officer, USS *Tirante*, second war patrol, East China and Yellow Seas, 20 May to 19 July 1945.

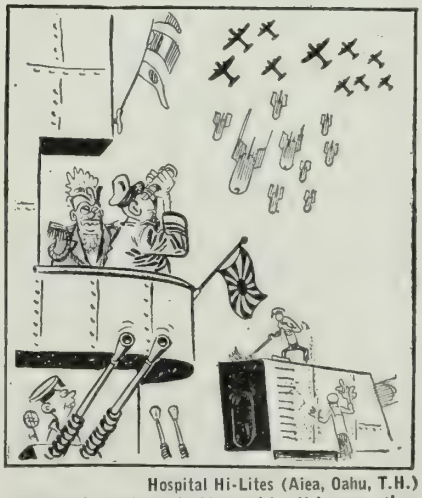
★ ROACH, Leonard H., Lt.(jg), (MC) USNR, Cincinnati, Ohio: Assistant battalion surgeon, Marianas Islands, 15 June-10 July 1944 and 24 July-1 Aug 1944.

★ ROBERTSHAW, Jacob D., Lt., USCGR, Belfast, Maine: Aboard USS *LST 170* and CO of USS *LST 206*, amphibious operations, May 1944 to Oct 1944.

★ ROBINSON, Bryon, S1c, USNR, Moulton, Tex.: Attached armed guard crew, SS *Marcus Daly*, Philippines area, 24-30 Oct 1944; Mindanao, 5 Dec 1944; Leyte, 10 Dec 1944.

★ RUSSELL, John M., Pfc, USMCR, Rangeley, Maine: Demolitions man, Iwo Jima, 11 Mar 1945.

★ RUTKOSKY, Anthony L., S1c, USNR, Braddock, Pa.: Gun captain of armed guard crew, SS *Marcus Daly*, Philippines area, 24-30 Oct 1944; Mindanao, 5 Dec 1944; Leyte, 10 Dec 1944.



Hospital Hi-Lites (Aiea, Oahu, T.H.)

"Offhand, Admiral Maguchi, I'd say they were enemy planes."

BOOKS: WRITERS PORTRAY AMERICA AS LAND OF MANY FACETS

THERE IS MORE to America than can be seen from a spot in Times Square, a crowded train or even the quiet of the homeplace. This great land is full of infinite resources—people as well as the land—which literary explorers have discovered and reported in several books available in ships' libraries.

Men of the Navy, now turning homeward after seeing so much of the world in recent years, will find these and other books handy guide books in the rediscovery of America and aids to keener appreciation of even the commonplace in the native land.

Character Study

Oddly enough, one of the more comprehensive books describing the United States has come from the pen of an English professor who knows America and Americans well enough to pay us the compliment of imitating our language. "The American Character" by D. W. Brogan, distributed some months ago to Navy libraries, is a brilliant impressionistic sketch, touching briefly on a multitude of topics and advancing novel theories about the American people and their way of life.

A more critical but highly revealing picture of America emerges from the pages of "One Nation," a carefully prepared study of eight minority groups who figure importantly in American life. Primarily a picture book containing hundreds of pictures especially made by cameramen on the staff of *Look*, it is given continuity by Wallace Stegner's running commentary. What might so easily be only an angry book, is instead a book which helps to create understanding by taking the reader inside the homes, the working places and the worship centers of these racial and religious groups and explaining those strangenesses which ignorance often makes appear sinister. The editors do not pull their punches, however, and "One Nation" presents a case study, fully documented in text and picture, of intolerance in the United States as well as the cultural and economic contributions which minority groups have made and can continue to add to life in America.

Stories of Rivers

A different approach to the land may be found in those books about particular regions of the United States. An example is the famous *Rivers of America* series which has now grown to 28 volumes with a study of the Shenandoah, flowing through Virginia and West Virginia. American history gains fresh vitality and new interest in the *Rivers of America* series, not only because in earlier days river transportation shaped history, but because the writers have passed over artificial border lines and written in terms of whole regions. Furthermore, the 28 writers of the series are not mere academic historians and have been free to treat each river in any form deemed fitting. Julia Davis' "The Shenandoah" is a worthy addition to the flow of history as reflected in this series.

The story of another river valley shows history in the making. R. L. Duffus has titled his "portrait" of the Tennessee Valley Authority "The Valley and Its People," and the promise of the title is fulfilled. Not only are the tremendous industrial and engineering accomplishments, the dams and the dynamos, recorded in brilliant word and picture, but the long-settled people of the valley and the changes wrought in their lives by modern industry are sympathetically presented.

The Frontier Life

Another side of America may be seen in the autobiographies of men who grew up in the frontier territories and saw their communities rise from rough, crossroads settlements to modern towns. During 1945 three books of this type have appeared which are decidedly worth seeking out. One of these, Harvey Fergusson's "Home in the West," is full of the politics of pre-statehood New Mexico and the lore of the Santa Fe trail. Another is by Marquis James, author of the popular biographies of Sam Houston and Andrew Jackson, who in "The Cherokee Strip—A Tale of an Oklahoma Boyhood" gives an intimate picture of the town of Enid 50 years ago as recorded by the discerning eye of a small town newspaperman. The third book, Edward T. Wallace's "Barington," presents the life of a town as reflected in the talk and personalities encountered in a typical hardware store of early day Arkansas, interspersed with lots of comedy and some sentiment. Those who have been amused by "Life with Father," "Country Lawyer" and similar reminiscent books will like this one.

From "Slow Train to Yesterday."

Tall Tales of the Country

America is to be found not only in formal history but also in the tales which have passed by word of mouth down through the years. A choice percentage of this lore has been collected in a 1,000-page volume which one critic has termed "a Paul Bunyan among books"—"Treasury of American Folklore" by Ben Botkin. The compiler has thrown over dictionary definitions of folklore and instead declares that it is the "stuff that travels and the stuff that sticks." Using this expanded definition, he has been free to include as folk pieces not only the boasts, songs and yells of the cowboys, but also samples of the enthusiastic exaggerations of Chambers of Commerce and flamboyant extracts from Congressional oratory. There are tall tales of Wild Bill and Jesse James, Big Foot Wallace and Casey Jones, Johnny Appleseed and the prodigious John Henry—all set forth in the words of the people. On hand in most Navy libraries, "Treasury of American Folklore" is a large package of authentic America and a large package of entertainment to boot.

Not far removed from folklore are the stories and reminiscences of the narrow-gauge railroads which Archie Robertson has preserved for a fleeter generation in "Slow Train to Yesterday." He glorifies the local route and the milk train, short run and the narrow-gauge, the Toonerville Trolley and Tweetsie, an Appalachian railroad destined for abandonment but saved by its ardent fans. Songs, customs, jokes, hotels and eating places en route are recollected in loving and amusing detail. Robertson has ridden these back country lines as a hobby, ranging from New England's Blueberry Express to the isolated Moffat tunnel branch of the Denver and Salt Lake.

Fun(?) on a Farm

The America that exists in its villages and farms is represented in "The Egg and I," Betty McDonald's best-selling account of her experiences on a small chicken farm in the far Northwest to which she went as a bride at 18. Though hers had been a wandering and unsheltered life as the daughter of a mining engineer, Betty was quite unprepared for the rugged self-sufficient life amidst the isolated mountains and with a husband who enjoyed hard work, hens and Indian neighbors. But then, as Betty says, he wasn't pregnant. Eventually Betty solved her problems through trial and error, and the mail order catalogue. Looking back from the present, she finds that even the most exasperating hardships, including the interminable canning with the pressure cooker which finally and blessedly blew up, were amusing adventures which she can now repeat for the delight of her readers.

U. S. NAVAL VESSELS LOST DURING WAR

ON THIS and following pages is a complete listing of U. S. warships and naval vessels sunk, destroyed to prevent capture, or overdue and presumed lost during the war.

The listing has been abridged to meet space limitations, but indicates the cause of loss, general location of the vessel when lost, and date of loss. Further explanation of the cause of loss is given in the following key:

Amphib—sunk in amphibious operations.
Air—sunk by air attack or aircraft.
Collision—sunk by collision.
Exercise—overdue, on exercises (submarine).
Explosion—sunk by explosion of undetermined origin.
Fire—destroyed by fire.
Grounding—destroyed by grounding.
Gunfire—sunk by shore gunfire.
Mine—sunk by mine.
Occupation of Philippines (or Guam)—lost due to enemy occupation of area.
Overdue—overdue from patrol.
Scuttled—scuttled to avoid capture.
Ships—sunk by surface ships.
Sub—sunk by submarine.
Torpedo—sunk by torpedo.
Weather—foundered in heavy weather.

Type and Name	Action
Battleships	
Arizona	Air, Pearl Harbor, 7 Dec '41
Oklahoma	Air, Pearl Harbor, 7 Dec '41
Aircraft Carriers	
Hornet	Air, N. of Santa Cruz Is., 26 Oct '42
Lexington	Air, Coral Sea, 8 May '42
Princeton	Air, off Luzon, P. I., 24 Oct '44
Wasp	Sub, off Solomons, 15 Sep '42
Yorktown	Sub, off Midway, 7 Jun '42
Aircraft Carriers, Escort	
Bismarck Sea	Air, off Iwo Jima, 21 Feb '45
Block Island	Sub, off Canary Is., 29 May '44
Gambier Bay	Ships, off Samar, P. I., 25 Oct '44
Liscome Bay	Sub, off Makin I., 24 Nov '43
Ommaney Bay	Air, off Panay I., 4 Jan '45
Saint Lo	Air, off Samar, 25 Oct '44
Heavy Cruisers	
Astoria	Ships, off Savo I., 9 Aug '42
Chicago	Air, off Rennell I., 30 Jan '43
Houston	Ships, Java Sea, 1 Mar '42
Indianapolis	Sub, off Leyte, P. I., 29 Jul '45
Northampton	Ships, off Savo I., 30 Nov '42
Quincy	Ships, off Savo I., 9 Aug '42
Vincennes	Ships, off Savo I., 9 Aug '42
Light Cruisers	
Atlanta	Ships, off San Cristobal, I., 13 Nov '42
Helena	Ships, Kula Gulf, 6 Jul '43
Juneau	Sub, off San Cristobal, 13 Nov '42
Destroyers	
Aaron Ward	Air, off Savo I., 7 Apr '43
Abner Read	Air, off Leyte, 1 Nov '44
Barton	Ships, off Guadalcanal, 13 Nov '42
Beatty	Air, off C. Bougaroni, Algeria, 6 Nov '43
Benham	Ships, off Savo, 15 Nov '42
Blue	Ships, off Savo, 22 Aug '42
Borie	Rammed enemy sub, N. of Azores, 1 Nov '43
Bristol	Sub, off C. Bougaroni, Algeria, 13 Oct '43
Brownson	Air, off New Britain, 26 Dec '43
Buck	Sub, off Salerno, 9 Oct '43
Bush	Air, off Okinawa, 6 Apr '45
Callaghan	Air, off Okinawa, 28 Jul '45
Chevalier	Ships, off Vella Lavella, 6 Oct '43
Colhoun	Air, off Okinawa, 6 Apr '45
Cooper	Torpedo, Ormoc Bay, 3 Dec '44
Corry	Mine, off Cherbourg, Fr., 6 Jun '44
Cushing	Ships, off Savo I., 13 Nov '42
De Haven	Air, off Savo I., 1 Feb '43
Drexler	Air, off Okinawa, 28 May '45
Duncan	Ships, off Savo I., 12 Oct '42
Edsall	Air, S. of Java, 1 Mar '42
Glennon	Mine, off I. of Wight, 8 Jun '44
Gwin	Ships, off Vella Lavella, 13 Jul '43
Halligan	Mine, off Okinawa, 26 Mar '45
Hammann	Sub, off Midway, 6 Jun '42
Henley	Sub, Huon Gulf, 3 Oct '43
Hoel	Ships, off Samar, 25 Oct '44
Hull	Weather, Philippine Sea, 17 Dec '44
Ingraham	Collision, off Nova Scotia, 22 Aug '42
Jacob Jones	Sub, off Cape May, N. J., 28 Feb '42
Jarvis	Air, off Guadalcanal, 9 Aug '42
Johnston	Ships, off Samar, 25 Oct '44
Laffey	Ships, off Savo I., 13 Nov '42
Lansdale	Air, off C. Bengut, Algeria, 20 Apr '44
Leary	Sub, Atlantic, 24 Dec '43
Little	Air, off Okinawa, 3 May '45
Longshaw	Grounding, off Okinawa, 18 May '45
Luce	Air, off Okinawa, 4 May '45
Maddox	Air, off Sicily, 10 Jul '43
Mahan	Air, Ormoc Bay, 7 Dec '44
Mannert L. Abele	Air, SW of Midway, 12 Apr '45
Meredith I.	Air, off San Cristobal, 15 Oct '42
Meredith II.	Mine, off Cherbourg, Fr., 8 Jun '44
Monaghan	Weather, Philippine Sea, 17 Dec '44
Monssen	Ships, off Savo I., 13 Nov '42
Morrison	Air, off Okinawa, 4 May '45
O'Brien	Sub, off San Cristobal, 15 Sep '42
Parrott	Collision, Norfolk, Va., 2 May '44
Peary	Air, Port Darwin, 19 Feb '42
Perkins	Collision, New Guinea, 29 Nov '43
Pillsbury	Ships, Bali Str., N.E.I., 1 Mar '42
Pope	Ships, Java Sea, 1 Mar '42
Porter	Sub, Santa Cruz I., 26 Oct '42
Preston	Ships, off Savo I., 15 Nov '42
Pringle	Air, off Okinawa 16 Apr '45
Reid	Air, off Leyte, 11 Dec '44
Reuben James	Sub, North Atlantic, 31 Oct '41
Rowan	Ships, Salerno Gulf, 11 Sep '43
Sims	Air, Coral Sea, 7 May '42
Spence	Weather, Philippine Sea, 17 Dec '44
Stewart	Captured, Java, 2 Mar '42
Strong	Sub, Kula Gulf, 5 Jul '43
Sturtevant	Mine, off Key West, Fla., 26 Apr '42
Truxton	Grounding, Newfoundland, 18 Feb '42
Tucker	Mine, off Espiritu Santo I., 4 Aug '42
Turner	Explosion, off Ambrose Light, N. Y., 3 Jan '44
Twiggs	Air, off Okinawa, 16 Jun '45
Walke	Ships, off Savo, 15 Nov '42
Warrington	Weather, off Bahamas, 13 Sep '44
William D. Porter	Air, off Okinawa, 10 Jun '45
Worden	Grounding, Amchitka I., Aleutians, 12 Jan '43
Destroyer Escort Vessels	
Eversole	Sub, off Mindanao, 28 Oct '44
Fechteler	Sub, Gibraltar, 4 May '44
Fiske	Sub, North Atlantic, 2 Aug '44
Frederick C. Davis	Sub, North Atlantic, 24 Apr '45
Holder	Air, Mediterranean, 11 Apr '44
Leopold	Sub, North Atlantic, 9 Mar '44
Oberrender	Air, off Okinawa, 9 May '45
Rich	Mine, off Cherbourg, 8 Jun '44
Samuel B. Roberts	Ships, off Samar, 25 Oct '44
Shelton	Sub, off Morotai, 3 Oct '44
Underhill	Sub, Philippine Sea, 24 Jul '45
Submarines	
Albacore	Overdue, Japan, Nov '44
Amberjack	Overdue, off New Britain, Feb '43
Argonaut	Ships, off New Britain, 10 Jan '43
Barbel	Overdue, off Borneo, Feb '45
Bonefish	Overdue, Japan, May '45
Bullhead	Overdue, Java Sea, Aug '45
Capelin	Overdue, Celebes Sea, Dec '43
Cisco	Overdue, S. Pacific, Oct '43
Corvina	Overdue, Marshalls, Nov '43
Darter	Grounding, Palawan Passage, 24 Oct '44
Dorado	Overdue, Canal Zone, Oct '43
Escolar	Overdue, Japan, Oct '44
Flier	Overdue, off Borneo, Aug '44
Golet	Overdue, Japan, Jun '44
Grampus	Overdue, off New Britain, Feb '43
Grayback	Overdue, Ryukyus, Feb '44
Grayling	Overdue, Philippines, Aug '43
Grenadier	Overdue, Malaya, Apr '43
Growler	Overdue, Philippine, Nov '44
Grunion	Overdue, Aleutians, Jul '42
Gudgeon	Overdue, Marianas, May '44
Harder	Overdue, Philippines, Aug '44
Herring	Overdue, Kuriles, May '44
Kete	Overdue, Ryukyus, Mar '45
Lagarto	Overdue, S. China Sea, Jun '45
Perch	Ships, Java Sea, 3 Mar '42
Pickerel	Overdue, Japan, May '43
Pompano	Overdue, Japan, Sep '43
R-12	Exercises, off Key West, 12 Jun '43
Robalo	Overdue, off Borneo, Jul '44
Runner	Overdue, Japan, Jun '43
S-26	Collision, Gulf of Panama, 24 Jan '42
S-27	Grounding, Aleutians, 19 Jun '42
S-28	Exercises, off Oahu, 4 Jul '44
S-36	Grounding, Makassar Str., 20 Jan '42
S-39	Grounding, off Rossell I., 14 Aug '42
S-44	Overdue, Kuriles, Oct '43
Scamp	Overdue, Japan, Nov '44
Scorpion	Overdue, E. China Sea, Jan '44
Sculpin	Overdue, Gilberts, Dec '43
Seal	Bombed, Cavite, P. I., 10 Dec '41
Seawolf	Overdue, off Morotai I., N.E.I., Oct '44
Shark I	Overdue, Moluccа Sea, Feb '42
Shark II	Overdue, off Hong Kong, Oct '44
Snook	Overdue, off Hainan I., Apr '45
Swordfish	Overdue, Ryukyus, Jan '45
Tang	Overdue, Formosa, Oct '44
Trigger	Overdue, Ryukyus, Mar '45
Triton	Overdue, Admiralties, Mar '43
Trout	Overdue, Ryukyus, Feb '44
Tullibee	Overdue, off Palau I., Apr '44
Wahoo	Overdue, Japan, Oct '43
Minelayers	
Gamble	Air, off Iwo Jima, 18 Feb '45
Miantonomah	Mine, off Le Havre, 25 Sep '44
Montgomery	Mine, South Pacific, 17 Oct '44
Minesweepers	
Bittern	Air, Cavite, P. I., 10 Dec '41
Bunting	Collision, San Francisco Bay, 3 Jun '42
Crow	Accident, Puget Sound, 3 Sep '43
Emmons	Air, off Okinawa, 6 Apr '45
Finch	Air, at Corregidor, 10 Apr '42
Hornbill	Collision, San Francisco Bay, 30 Jun '42
Hovey	Air, Lingayen Gulf, 6 Jan '45
Long	Air, Lingayen Gulf, 6 Jan '45
Osprey	Mine, English Channel, 5 Jun '44
Palmer	Air, Lingayen Gulf, 7 Jan '45
Penguin	Air, at Guam, 8 Dec '41
Perry	Mine, off Palau I., 13 Sep '44
Portent	Mine, off Anzio, Italy, 22 Jan '44
Quail	Gunfire, Corregidor, 5 May '42
Salute	Mine, off Borneo, 8 Jun '45
Sentinel	Air, off Sicily, 12 Jul '43
Skill	Sub, Salerno Gulf, 25 Sep '43
Skylark	Mine, off Okinawa, 28 Mar '45
Swallow	Air, off Okinawa, 22 Apr '45
Swerve	Mine, off Anzio, 9 Jul '44
Tanager	Ships, at Corregidor, 4 May '42
Tide	Mine, off Cherbourg, Fr., 7 Jun '44
Valor	Collision, off Nantucket, R. I., 29 Jun '44
Wasmuth	Weather, Aleutians, 29 Dec '42
Submarine Chasers	
PC 496	Mine, off Portugal, 4 Jun '43
PC 558	Sub, N. of Sicily, 9 May '44
PC 1129	Ships, off Luzon, 31 Jan '45
PC 1261	Gunfire, off France, 6 June '44
PC 1603	Air, off Okinawa, 21 May '45
SC 521	Weather, E. of San Cristobal, 10 Jul '45
SC 694	Air, off Palermo, 23 Aug '43
SC 696	Air, off Palermo, 23 Aug '43
SC 700	Fire, Vella Lavella, 10 Mar '44
SC 709	Grounding, Cape Breton, N. S., 21 Jan '43
SC 740	Grounding, Coral Sea, 17 Jun '43
SC 744	Air, Tacloban Bay, P. I., 27 Nov '44
SC 751	Grounding, off N.W. Cape, Australia, 22 Jun '43
SC 984	Grounding, in New Hebrides, 9 Apr '44
SC 1019	Grounding, off W. Cuba, 22 Apr '45
SC 1024	Collision, off Cape Hatteras, 2 Mar '43
SC 1059	Grounding, in Bahamas, 12 Dec '44
SC 1067	Weather, off Attu, 19 Nov '43
Gunboats	
PGM 7	Collision, Bismarck Sea, 18 Jul '44
PGM 17	Grounding, off Okinawa, 4 May '45
PGM 18	Mine, off SW Okinawa, 8 Apr '45
Asheville	Enemy action, S. of Java, 3 Mar '42
Erie	Sub, off Curacao I., 12 Nov '42
Luzon	Captured, at Corregidor, 5 May '42
Mindanao	Air, off Corregidor, 2 May '42
Oahu	Ships, at Corregidor, 4 May '42
Plymouth	Sub, E. of Norfolk, Va., 5 Aug '43
St Augustine	Collision, S. of Delaware Bay, 6 Jan '44
Wake	Captured, at Shanghai, 8 Dec '41
PE 56	Explosion, Portland, Maine, 23 Apr '45
Coast Guard Vessels	
CG 58012	Fire, Cape Cod, 2 May '43
CG 83415	Weather, off France, 21 Jun '44
CG 83421	Collision, S.W. of Bahamas, 30 Jun '43
CG 83471	Weather, off France, 21 Jun '44
Acacia	Sub, Caribbean, 15 Mar '42
Alexander Hamilton	Sub, off Iceland, 29 Jan '42
Bedloe	Weather, off C. Hatteras, 14 Sep '44
Bodega	Grounding, G. of Mexico, 20 Dec '43
Catamount	Explosion, off New York, 27 Mar '43
Dow	Weather, Caribbean, 15 Oct '43
Escanaba	Sub, off Greenland, 13 Jun '43
Jackson	Weather, N. Atlantic, 14 Sep '44
Natsek	Weather, Belle I., 17 Dec '42
Vineyard Sound	Weather, Vineyard Sound, 14 Sep '44
Wilcox	Weather, off C. Hatteras, 30 Sep '43
Seaplane Tenders	
Gannet	Sub, off Bermuda, 7 Jun '42
Langley	Air, S. of Java, 27 Feb '42
Thornton	Collision, SE of Okinawa, 5 Apr '45
Motor Torpedo Boats	
PT 22	Weather, North Pacific, 11 Jun '43
PT 28	Grounding, Dora Harbor, Alaska, 12 Jan '43
PT 31	Grounding, Subic Bay, P. I., 20 Jan '42
PT 32	Scuttled, Sulu Sea, 13 Mar '42
PT 33	Grounding, off Pt. Santiago, 15 Dec '41
PT 34	Air, off Cauit Island, 9 Apr '42
PT 35	Demolished, Cebu, P. I., 12 Apr '42
PT 37	Ships, off Guadalcanal, 1 Feb '43
PT 41	Scuttled, Lake Lanao, P. I., 15 Apr '42
PT 43	Ships, off Guadalcanal, 10 Jan '43
PT 44	Ships, South Pacific, 12 Dec '42
PT 63	Explosion, off New Ireland, 18 Jun '44
PT 67	Explosion, off New Guinea, 17 Mar '43
PT 68	Grounding, New Guinea, 1 Oct '43
PT 73	Grounding, Philippines, 15 Jan '45
PT 77	Ships, off Luzon, 1 Feb '45
PT 79	Ships, off Luzon, 1 Feb '45
PT 107	Explosion, off New Ireland, 18 Jun '44
PT 109	Ships, Blackett Straits, 2 Aug '43
PT 110	Collision, off New Guinea, 26 Jan '44
PT 111	Ships, off Guadalcanal, 1 Feb '43
PT 112	Ships, off Guadalcanal, 10 Jan '43
PT 113	Grounding, off New Guinea, 8 Aug '43
PT 117	Air, Rendova Harbor, 1 Aug '43
PT 118	Grounding, Vella Lavella, 7 Sep '43
PT 119	Explosion, off New Guinea, 17 Mar '43
PT 121	Air, off New Britain, 27 Mar '44
PT 123	Air, off Guadalcanal, 1 Feb '43
PT 133	Gunfire, off New Guinea, 15 Jul '44

Type and Name	Action
PT 135	Grounding, off New Britain, 12 Apr '44
PT 136	Grounding, New Guinea, 17 Sep '43
PT 145	Grounding, New Guinea, 4 Jan '44
PT 147	Grounding, New Guinea, 19 Nov '43
PT 153	Grounding, Solomons, 4 Jul '43
PT 158	Grounding, off Solomons, 5 Jul '43
PT 164	Air, Rendova harbor, 1 Aug '43
PT 165	Sub, off Noumea, 23 May '43
PT 166	Air, Solomons, 20 Jul '43
PT 172	Grounding, off Vella Lavella, 7 Sep '43
PT 173	Sub, off Noumea, 23 May '43
PT 193	Grounding, off New Guinea, 25 Jun '44
PT 200	Collision, off Rhode Island, 22 Feb '44
PT 202	Mine, off S. France, 16 Aug '44
PT 218	Mine, off S. France, 16 Aug '44
PT 219	Weather, off Attu, Sep '43
PT 239	Fire, Solomons, 14 Dec '43
PT 247	Gunfire, off Bougainville I., 5 May '44
PT 251	Gunfire, off Bougainville I., 26 Feb '44
PT 279	Collision, off Bougainville I., 11 Feb '44
PT 283	Gunfire, off Bougainville I., 17 Mar '44
PT 300	Air, off Mindoro I., 18 Dec '44
PT 301	Explosion, off New Guinea, 7 Nov '44
PT 311	Mine, off Corsica, 18 Nov '44
PT 320	Air, off Leyte, 5 Nov '44
PT 321	Grounding, San Isidoro Bay, P. I., 11 Nov '44
PT 322	Grounding, off New Guinea, 23 Nov '43
PT 323	Air, off Leyte, 10 Dec '44
PT 337	Gunfire, New Guinea, 7 Mar '44
PT 338	Grounding, off Mindoro I., P. I., 28 Jan '45
PT 339	Grounding, off New Guinea, 27 May '44
PT 346	Air, off New Britain, 29 Apr '44
PT 347	Air, off New Britain, 29 Apr '44
PT 353	Air, off New Britain, 27 Mar '44
PT 363	Gunfire, Halmahera, N.E.I., 25 Nov '44
PT 368	Grounding, off Halmahera, N.E.I., 11 Oct '44
PT 371	Grounding, Molukka Passage, 19 Sep '44
PT 493	Ships, Surigao, P. I., 25 Oct '44
PT 509	Ships, English Channel, 9 Aug '44
PT 555	Mine, Mediterranean, 23 Aug '44
Tank Landing Ships	
LST 6	Mine, Seine River, 18 Nov '44
LST 43	Explosion, Pearl Harbor, 21 May '44
LST 69	Explosion, Pearl Harbor, 21 May '44
LST 158	Air, off Sicily, 11 Jul '43
LST 167	Air, Vella Lavella, 25 Sep '43
LST 179	Explosion, Pearl Harbor, 21 May '44
LST 203	Grounding, near Union Is., 1 Oct '43
LST 228	Grounding, in Azores, 20 Jan '44
LST 282	Air, off S. France, 15 Aug '44
LST 313	Air, Gela, Sicily, 10 Jul '43
LST 314	Ships, off Cherbourg, Fr., 9 Jun '44
LST 318	Air, off Sicily, 9 Aug '43
LST 333	Sub, off N. Africa, 22 Jun '43
LST 342	Sub, off Guadalcanal, 18 Jul '43
LST 348	Sub, off Anzio, 19 Feb '44
LST 349	Grounding, off Ponzo, Italy, 26 Feb '44
LST 353	Explosion, Pearl Harbor, 21 May '44
LST 359	Sub, off Portugal, 20 Dec '44
LST 376	Ships, off N. France, 9 Jun '44
LST 396	Explosion, off Vella Lavella, 18 Aug '43
LST 447	Air, off Okinawa, 6 Apr '45
LST 448	Air, off Vella Lavella, 1 Oct '43
LST 460	Air, off Panay, Sulu Sea, 21 Dec '44
LST 472	Air, off Mindoro, P. I., 15 Dec '44
LST 480	Explosion, Pearl Harbor, 21 May '44
LST 493	Grounding, off S. England, 12 Apr '45
LST 496	Mine, off N. France, 11 Jun '44
LST 499	Mine, off N. France, 8 Jun '44
LST 507	Ships, English Channel, 28 Apr '44
LST 523	Mine, off N. France, 19 Jun '44
LST 531	Ships, English Channel, 28 Apr '44
LST 563	Grounding, S.W. of Mexico, 22 Dec '44
LST 577	Sub, Philippine Sea, 11 Feb '45
LST 675	Grounding, off Okinawa, 4 Apr '45
LST 738	Air, off Mindoro, P. I., 15 Dec '44
LST 749	Air, off Panay, Sulu Sea, 21 Dec '44
LST 750	Air, off Negros, P. I., 28 Dec '44
LST 808	Air, off Ie Shima, 20 May '45
LST 906	Grounding, Leghorn, Italy, 18 Oct '44
LST 921	Sub, English Channel, 14 Aug '44
Medium Landing Ship	
LSM 12	Weather, off Okinawa, 4 Apr '45
LSM 20	Air, off Leyte, 5 Dec '44
LSM 59	Air, off Okinawa, 21 Jun '45
LSM 135	Air, off Okinawa, 25 May '45
LSM 149	Grounding, Philippines, 5 Dec '44
LSM 190	Air, off Okinawa, 4 May '45
LSM 194	Air, off Okinawa, 4 May '45
LSM 195	Air, off Okinawa, 3 May '45
LSM 318	Air, off Leyte, 7 Dec '44
Tank Landing Craft	
LCT 19	Air, off Salerno, 14 Jul '43
LCT 21	Explosion, off Oran, 1 Jan '43
LCT 23	Explosion, Algiers, 3 May '43
LCT 25	Mine, off N. France, 6 Jun '44
LCT 26	Weather, Gaeta Gulf, Italy, 25 Feb '44
LCT 27	Grounding, off N. France, 6 Jun '44
LCT 28	Mine, Mediterranean, 30 May '43
LCT 30	Mine, off N. France, 6 Jun '44
LCT 35	Air, off Anzio, 15 Feb '44
LCT 36	Grounding, off Naples, 26 Feb '44
LCT 71	Weather, Gulf of Alaska, 11 Sep '43
LCT 147	Grounding, off N. France, Jun '44
LCT 154	Amphib, Sicily Str., 31 Aug '43
LCT 175	Weather, off Merir I., 21 Feb '45
LCT 182	Weather, Solomons, 7 Aug '44
LCT 185	Weather, off Bizerte, 24 Jan '44
LCT 196	Weather, off Salerno, 27 Sep '43
LCT 197	Mine, off N. France, 6 Jun '44
LCT 200	Amphib, off N. France, Jun '44
LCT 208	Grounding, off Algeria, 20 Jun '43
LCT 209	Grounding, off N. France, 10 Jun '44
LCT 215	Amphib, off Salerno, '43
LCT 220	Weather, Anzio, 13 Feb '44
LCT 241	Air, off Salerno, 15 Sep '43
LCT 242	Torpedo, off Naples, 2 Dec '43
LCT 244	Amphib, off N. France, Jun '44
LCT 253	Weather, on passage to Tarawa, 21 Jan '45
LCT 293	Weather, English Channel, 11 Oct '44
LCT 294	Mine, off N. France, 6 Jun '44
LCT 305	Mine, off N. France, 6 Jun '44
LCT 311	Weather, off Bizerte, 9 Aug '43
LCT 315	Explosion, Eniwetok, 23 Mar '44
LCT 319	Grounding, Kiska, 27 Aug '43
LCT 332	Mine, off N. France, 6 Jun '44
LCT 340	Weather, Sicily Str., 20 Feb '44
LCT 342	Grounding, off Salerno, 29 Sep '43
LCT 362	Weather, off N. France, 6 Jun '44
LCT 364	Mine, off N. France, 6 Jun '44
LCT 366	Weather, S. of Kodiak, 9 Sep '43
LCT 413	Amphib, off N. France, Jun '44
LCT 458	Mine, off N. France, 7 Jun '44
LCT 459	Grounding, off W. France, 9 Oct '44
LCT 486	Mine, off N. France, 7 Jun '44
LCT 496	Gunfire, English Channel, Nov '43
LCT 548	Weather, Portsmouth, Eng., Nov '44
LCT 555	Mine, off N. France, 6 June '44
LCT 572	Mine, off N. France, June '44
LCT 579	Mine, off Palau, 4 Oct '44
LCT 582	Grounding, Azores, 22 Jan '44
LCT 593	Mine, off N. France, 6 Jun '44
LCT 597	Mine, off N. France, 6 Jun '44
LCT 612	Gunfire, off N. France, 6 Jun '44
LCT 703	Mine, off N. France, 6 Jun '44
LCT 713	Amphib, off N. France, Jun '44
LCT 714	Mine, off N. France, Jun '44
LCT 777	Mine, off N. France, 6 Jun '44
LCT 823	Grounding, off Palau, 27 Sep '44
LCT 961	Explosion, Pearl Harbor, 21 May '44
LCT 963	Explosion, Pearl Harbor, 21 May '44
LCT 983	Explosion, Pearl Harbor, 21 May '44
LCT 984	Weather, off Hawaii, 15 May '44
LCT 988	Weather, off Hawaii, 15 May '44
LCT 1029	Grounding, Iwo Jima, 2 Mar '45
LCT 1075	Air, off Leyte, 10 Dec '44
LCT 1090	Amphib, off Luzon, 26 Mar '45
LCT 1151	Amphib, off New Guinea, 26 Jan '45
LCT 1358	Grounding, off Calif., 4 May '45
Infantry Landing Craft	
LCI 1	Air, Bizerte, 17 Aug '43
LCI 20	Air, off Anzio, 22 Jan '44
LCI 32	Mine, off Anzio, 26 Jan '44
LCI 82	Ships, off Okinawa, 4 Apr '45
LCI 85	Mine, off N. France, 6 Jun '44
LCI 91	Mine, off N. France, 6 Jun '44
LCI 92	Mine, off N. France, 6 Jun '44
LCI 93	Gunfire, off N. France, 6 Jun '44
LCI 219	Air, off N. France, 11 Jun '44
LCI 232	Mine, off N. France, 6 Jun '44
LCI 339	Air, off New Guinea, 4 Sep '43
LCI 365	Ships, off Luzon, 10 Jan '45
LCI 416	Mine, off N. France, 9 Jun '44
LCI 459	Mine, off Palau, 19 Sep '44
LCI 468	Air, E. of Guam, 17 Jun '44
LCI 474	Gunfire, off Iwo Jima, 17 Feb '45
LCI 497	Mine, off N. France, 6 Jun '44
LCI 553	Gunfire, off N. France, 6 Jun '44
LCI 600	Explosion, Ulithi, 12 Jan '45
LCI 684	Amphib, S.W. Pacific, '45
LCI 974	Ships, Lingayen Gulf, 10 Jan '45
LCI 1065	Air, off Leyte, 24 Oct '44
Support Landing Craft	
LCS 7	Ships, off Luzon, 16 Feb '45
LCS 15	Air, N. of Okinawa, 22 Apr '45
LCS 26	Ships, off Luzon, 14 Feb '45
LCS 33	Air, off Okinawa, 12 Apr '45
LCS 49	Ships, off Luzon, 14 Feb '45
LCS 127	Grounding, off Calif., 5 Mar '45
Tugs	
ATR 15	Grounding, off LeHavre, 19 Jun '44
ATR 98	Collision, Mid Atlantic, 12 Apr '44
Genesee	Scuttled, at Corregidor, 5 May '42
Grebe	Grounding, in S. Pacific, 2 Jan '43
Napa	Scuttled, at Bataan, 8 Apr '42
Nauset	Air, Gulf of Naples, 9 Sep '43
Navajo	Explosion, off New Hebrides, 11 Sep '43
Partridge	Ships, off N. France, 11 Jun '44
Seminole	Ships, off Tulagi, 25 Oct '42
Sonoma	Air, at Leyte, 24 Oct '44
Tankers	
Kanawha	Air, off Guadalcanal, 7 Apr '43
Mississinewa	Sub, N. of Ulithi, 20 Nov '44
Neches	Sub, W. of Oahu, 23 Jan '42
Neosho	Air, Coral Sea, 7 May '42
Pecos	Air, S. of Java, 1 Mar '42
Sheepscot	Grounding, off Iwo Jima, 6 Jun '45
Troop Transports	
APC 21	Air, off New Britain, 17 Dec '43
APC 35	Grounding, off New Georgia, 22 Sep '43
Barry	Air, off Okinawa, 25 May '45
Bates	Air, off Okinawa, 25 May '45
Colhoun	Air, off Guadalcanal, 30 Aug '42
Dickerson	Air, off Okinawa, 2 Apr '45
Edward Rutledge	Sub, off Morocco, 12 Nov '42
George F. Elliott	Air, off Guadalcanal, 8 Aug '42
Gregory	Ships, off Guadalcanal, 5 Sep '42
Hugh L. Scott	Sub, off Morocco, 12 Nov '42
John Penn	Air, off Guadalcanal, 13 Aug '43
Joseph Hewes	Sub, off Morocco, 11 Nov '42
Leedstown	Sub, off Algiers, 9 Nov '42
Little	Ships, Solomons, 5 Sep '42
McCawley	Ships, off New Georgia, 30 Jun '43
McKean	Air, off Bougainville, 17 Nov '43
Noa	Collision, off Peleliu, 12 Sep '44
Susan B. Anthony	Mine, off Le Havre, Fr., 7 Jun '44
Tasker H. Bliss	Sub, off Morocco, 12 Nov '42
Thomas Stone	Air, off Spain, 7 Nov '42
Ward	Air, off Leyte, 7 Dec '44
District Patrol Craft	
YP 16	Occupation, Dec '41
YP 17	Occupation, Dec '41
YP 26	Explosion, Canal Zone, 19 Nov '42
YP 47	Collision, off Staten I., N. Y., 26 Apr '43
YP 72	Grounding, at Adak, 22 Feb '43
YP 73	Grounding, Kodiak Harbor, 15 Jan '45
YP 74	Collision, Aleutians, 6 Sep '42
YP 77	Collision, Atlantic Coast, 28 Apr '42
YP 88	Grounding, Aleutians, 28 Oct '43
YP 94	Grounding, off Kodiak I., 18 Feb '45
YP 95	Grounding, at Adak, 1 May '44
YP 97	Occupation of Philippines, Mar '42
YP 128	Grounding, off Monterey, Calif., 30 Jun '42
YP 183	Grounding, Coast of Hawaii, 12 Jan '43
YP 205	Grounding, N. of Puerto Rico, 1 Nov '42
YP 235	Explosion, Gulf of Mexico, 1 Apr '43
YP 270	Grounding, off Calif., 30 Jun '42
YP 277	Scuttled, E. of Hawaii, 23 May '42
YP 279	Weather, off Australia, 5 Sep '43
YP 281	Weather, E. of Fiji I., 9 Jan '44
YP 284	Ships, off Guadalcanal, 25 Oct '42
YP 331	Weather, off Key West, 23 Mar '44
YP 336	Grounding, Delaware River, 23 Feb '43
YP 345	Sunk, S.E. of Midway, 31 Oct '42
YP 346	Ships, South Pacific, 9 Sep '42
YP 383	Collision, Gulf of Panama, 24 Nov '44
YP 387	Collision, Delaware Bay, N. J., 20 May '42
YP 389	Sub, off Cape Hatteras, 19 Jun '42
YP 405	Explosion, Caribbean, 20 Nov '42
YP 422	Grounding, on New Caledonia, 23 Apr '43
YP 426	Grounding, off Savannah, Ga., 16 Dec '43

COMBAT SHIP COMPARISONS

(Merchant ship loses are compared on page 18)

United States Vessels On Hand 7 Dec 1941	Completed 1941-1945	On Hand Aug 1945		Japanese Vessels On Hand 7 Dec 1941	Completed 1941-1945	On Hand Aug 1945
17	8	23	Battleships	10	2	1
7	17	20	Carriers	7	8	4
0	9	8	Carriers, small	3	4	2
1	77*	71	Carriers, escort	2	3	0
0	2	2	Battle Cruisers	0	0	0
18	11	22	Heavy Cruisers	18	0	2
19	32	48	Light Cruisers	17	5	2
172	339	389†	Destroyers	109	70	42
0	422*	362†	Destroyer Escorts	0	0	0
111	198	236‡	Submarines	84	106	55

* Not including vessels completed by US Navy and transferred to Allies.
† Not including vessels reclassified.
‡ Not including vessels stricken from list, not due to enemy action.

Type and Name	Action
YP 438	Grounding, Port Everglades, Fla., 20 Mar '43
YP 453	Grounding, in the Bahamas, 15 Apr '43
YP 481	Grounding, Charleston, S. C., 25 Apr '43
YP 492	Collision, off E. Florida, 8 Jan '43
YP 577	Explosion, Great Lakes, 23 Jan '43
Miscellaneous District Craft	
YA 52	Occupation of Philippines, 1942
YA 59	Occupation of Philippines, 1942
YA 65	Occupation of Philippines, 1942
YAG 2	Occupation of Philippines, 1942
YAG 3	Occupation of Philippines, 1942
YAG 4	Occupation of Philippines, 1942
YAG 17	Grounding, off Norfolk, Va., 14 Sep '44
YC 178	Occupation of Philippines, 1942
YC 181	Occupation of Philippines, 1942
YC 523	Grounding, off Portsmouth, N. H., 24 Feb '44
YC 537	Occupation of Philippines, 1942
YC 643	Occupation of Philippines, 1942
YC 644	Occupation of Philippines, 1942
YC 646	Occupation of Philippines, 1942
YC 647	Occupation of Philippines, 1942
YC 648	Occupation of Philippines, 1942
YC 649	Occupation of Philippines, 1942
YC 652	Occupation of Philippines, 1942
YC 653	Occupation of Philippines, 1942
YC 654	Occupation of Philippines, 1942
YC 664	Occupation of Guam, 1942
YC 665	Occupation of Guam, 1942
YC 666	Occupation of Guam, 1942
YC 667	Occupation of Guam, 1942
YC 668	Occupation of Guam, 1942
YC 669	Occupation of Philippines, 1942
YC 670	Occupation of Guam, 1942
YC 671	Occupation of Guam, 1942
YC 672	Occupation of Guam, 1942
YC 673	Occupation of Guam, 1942
YC 674	Occupation of Guam, 1942
YC 683	Occupation of Philippines, 1942
YC 685	Occupation of Guam, 1942
YC 693	Sunk, in Alaskan Area, Feb '45
YC 714	Occupation of Philippines, 1942
YC 715	Occupation of Philippines, 1942
YC 716	Occupation of Philippines, 1942
YC 717	Occupation of Guam, 1942
YC 718	Occupation of Guam, 1942
YC 857	Grounding, off Cape Cod, 12 Nov '43
YC 869	Grounding, off Imperial B., Calif., 23 Mar '43
YC 886	Weather, Guantanamo, 3 Feb '43
YC 887	Weather, Guantanamo, 3 Feb '43
YC 891	Sunk, off Key West, 18 Apr '43
YC 898	Sunk, off Key West, 29 Sep '42
YC 899	Sunk, off Key West, 29 Sep '42
YC 912	Weather, North Pacific, 13 Jan '45
YC 961	Grounding, Biorka I., May '45
YC 970	Sunk, Puget Sound, 14 Aug '43
YC 1272	Grounding, near San Pedro, Jun '45
YC 1278	Sunk, off Atlantic coast, 10 Mar '43
YCF 23	Weather, enroute to Eniwetok, Mar '45
YCF 29	Weather, enroute to Eniwetok, Mar '45
YCF 36	Weather, enroute to Eniwetok, Mar '45
YCF 37	Weather, enroute to Eniwetok, Mar '45
YCF 42	Weather, off Cape Hatteras, Dec '44
YCF 59	Weather, off Delaware, Jan '45
YCK 1	Occupation of Wake, 1942
YCK 2	Sunk, east of C. Breton Is., 5 Nov '43
YCK 8	Sunk, off Key West, 13 Dec '43
YD 19	Occupation of Philippines, 1942
YD 47	Occupation of Philippines, 1942
YD 56	Occupation of Philippines, 1942
YD 60	Occupation of Philippines, 1942
YDG 4	Grounding, New Caledonia, 1 Oct '43
YF 86	Occupation of Philippines, 1942
YF 177	Occupation of Philippines, 1942
YF 178	Occupation of Philippines, 1942
YF 179	Occupation of Philippines, 1942
YF 180	Occupation of Philippines, 1942
YF 181	Occupation of Philippines, 1942
YF 212	Occupation of Philippines, 1942
YF 223	Occupation of Philippines, 1942
YF 224	Occupation of Philippines, 1942
YF 230	Occupation of Philippines, 1942
YF 317	Occupation of Philippines, 1942
YF 401	Weather, off East Coast, U. S., 20 Jun '43
YF 415	Explosion, off Boston, Mass., 11 May '44
YF 487	Sunk, in Caribbean, 18 Jul '43
YF 575	Grounding, off Atlantic City, N. J., 6 May '43
YF 579	Sunk, at San Francisco, 20 Sep '43
YF 724	Weather, off Farallones, 22 Mar '45
YF 725	Weather, off Farallones, 22 Mar '45
YF 926	Weather, enroute Pearl Harbor, 8 Mar '45
San Feline	Occupation of Philippines, 1942
Santa Rita	Occupation of Philippines, 1942
Rosal	Occupation of Philippines, 1942
Camia	Occupation of Philippines, 1942
Dapdap	Occupation of Philippines, 1942
Rivera	Occupation of Philippines, 1942
Magdalena	Occupation of Philippines, 1942
Yacal	Occupation of Philippines, 1942
Dewey Drydock	Scuttled, at Bataan, 10 Apr '42
YFD 20	Weather, off California, 31 Jan '43
YG 39	Sunk, N. of Panama, 27 Sep '44
YM 4	Occupation of Philippines, 1942
YM 13	Occupation of Guam, 1942
YMS 14	Collision, Boston Harbor, 11 Jan '45
YMS 19	Mine, off Palau, 24 Sep '44
YMS 21	Mine, Marseille, 1 Sep '44
YMS 24	Mine, Marseille, 16 Aug '44
YMS 30	Mine, off Italy, 25 Jan '44
YMS 39	Mine, Macassar Strait, 26 Jun '45
YMS 48	Gunfire, Subic Bay, 14 Feb '45
YMS 50	Mine, Macassar Strait, 18 Jun '45
YMS 70	Weather, in Leyte Gulf, 17 Oct '44
YMS 71	Mine, South of Sulu, 3 Apr '45
YMS 84	Mine, off Balikapas, Borneo, 9 Jul '45
YMS 103	Mine, off Okinawa, R., 8 Apr '45
YMS 127	Grounding, near Seattle, Wash., May '44
YMS 133	Weather, off Oregon coast, 20 Feb '43
YMS 304	Mine, off N. France, 30 Jul '44
YMS 350	Mine, off Cherbourg, 2 Jul '44
YMS 365	Mine, Macassar Strait, 26 Jun '45
YMS 378	Mine, off Cherbourg Pen, Fr., 1944
YMS 385	Mine, off Ulithi, 1 Oct '44
YMS 409	Weather, off Atlantic coast, 14 Sep '44
YMS 481	Gunfire, off Borneo, 2 May '45
YO 41	Occupation of Philippines, 1942
YO 42	Occupation of Philippines, 1942
YO 64	Occupation of Philippines, Jan '42
YO 156	Grounding, at Sitka, Alaska, May '45
YO 157	Grounding, at Sitka, May '45
YO 159	Sub, off New Hebrides, 14 Jan '44
YPD 22	Occupation of Philippines, 1942
YPK 6	Occupation of Philippines, 1942
YPK 7	Occupation of Philippines, 1942
YR 43	Grounding, Gulf of Alaska, 28 Mar '45
YRC 4	Occupation of Philippines, 1942
YSP 41	Occupation of Philippines, 1942
YSP 42	Occupation of Philippines, 1942
YSP 43	Occupation of Philippines, 1942
YSP 44	Occupation of Philippines, 1942
YSP 45	Occupation of Philippines, 1942
YSP 46	Occupation of Philippines, 1942
YSP 47	Occupation of Philippines, 1942
YSP 48	Occupation of Philippines, 1942
YSP 49	Occupation of Philippines, 1942
YSP 50	Occupation of Philippines, 1942
YSR 2	Occupation of Philippines, 1942
Banaag	Occupation of Philippines, 1942
Iona	Occupation of Philippines, 1942
Mercedes	Occupation of Philippines, 1942
Vaga	Scuttled, at Corregidor, 5 May '42
YT 198	Mine, off Anzio, Italy, 18 Feb '44
YT 247	Weather, S. of Hawaiian Is., 5 Apr '44
Shahaka	Collision, E. Pacific, 9 May '44
YTM 467	Occupation of Marshalls or Gilberts, Mar '44
YW 50	Occupation of Guam, 1942
YW 54	Occupation of Philippines, 1942
YW 55	Occupation of Guam, 1942
YW 58	Occupation of Guam, 1942
Cargo Vessels	
Aludra	Sub, S. of Solomons, 23 Jun '43
Deimos	Sub, S. of Solomons, 23 Jun '43
Pollux	Grounding, off Newfoundland, 18 Feb '42
Serpens	Explosion, at Guadalcanal, 29 Jan '45
Miscellaneous Auxiliaries	
Ailanthus	Grounding, in Aleutians, 26 Feb '44
Asphalt	Grounding, at Saipan, 6 Oct '44
Canopus	Scuttled, at Bataan, 10 Apr '42
Cythera	Overdue, off Atlantic coast, May '42
Extractor	Sub, in Marianas, 1 Jan '45
Macaw	Grounding, at Midway, 12 Feb '44
Moonstone	Collision, off Delaware Capes, 16 Oct '43
Mount Hood	Explosion, at Manus, 10 Nov '44
Muskeget	Overdue, in Atlantic, 10 Oct '42
Niagara	Air, in Solomons, 23 May '43
Pigeon	Air, at Corregidor, 3 May '42
Pontiac	Weather, off Halifax, N. S., 30 Jan '45
Porcupine	Air, at Mindoro, 28 Dec '44
Redwing	Mine, off Tunisia, 28 Jun '43
Rescuer	Grounding, in Aleutians, 1 Jan '43
Robert Barnes	Occupation of Guam, Dec '41
Ronaki	Grounding, off Australia, 18 Jun '43
Utah	Air, Pearl Harbor, 7 Dec '41
ex-Fisheries	Scuttled, at Corregidor, 5 May '42
ex-Maryann	Scuttled, at Corregidor, 5 May '42
ex-Perry	Scuttled, at Corregidor, 5 May '42
DCH 1	Scuttled, enroute to Pearl Harbor, 28 Dec '41

Way Back When

DD WAS ANTIDOTE FOR TB

About 50 years ago, the torpedo-boat had become a frightening menace to the battle fleet. From this threat arose a new warship and pr dessor of today's DDs. Destroyer is a short form of the original name, torpedo-boat destroyer, which indicates the defensive function of the vessel.

In 1898, Congress authorized the building of 16 torpedo-boat destroyers, the first in our Navy. These were light, swift vessels, mounting several quick-firing guns. They displaced about 325 tons, had a speed of 30 knots. The torpedo-boat destroyer which could destroy the torpedo-boat before it approached close enough for effective torpedo attack, proved so successful that the true torpedo-boat almost disappeared from all navies. Whereupon, without a qualm at the paradox, the destroyer adopted torpedo tubes.

World War I provided a testing ground for the modern destroyer. Now able to deliver a torpedo attack as well as block one by use of its guns and depth charges, the destroyer made the convoy system possible and practicable. It is considered that the destroyer contributed as much or more to the successful conclusion of World War I than any other type of ship.

In recent years, destroyers have often been equipped with guns at the expense of their torpedo armament. Large destroyers of this type perform so many of the tasks of light cruisers — convoy protection, commerce raiding, screening duties—that a clear line of demarcation between the two is difficult to define. Here is the fulfillment of the cycle—from torpedo-boat destroyer, to destroyer, to destroyer-destroyer—all in some 50 years.

Official U. S. Navy photographs

SPEEDY, POTENT are destroyers of recent Allen M. Sumner class.

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

Discharge Score Lowered for Most Men; Freeze on Some Goes Off 1 January

Discharge point scores for most enlisted men have been cut to 38 as of 1 December, 37 as of 15 December and 36 as of 1 January, and Alnav 389 last month announced discharge eligibility for several categories of personnel who up to now had been ineligible because of the need for their services.

The cut in scores will make 150,000 additional men eligible by 1 January, an increase necessary to feed the scheduled flow of 1,200,000 to separation centers by that date. No further reduction for women was made because their demobilization is proceeding ahead of schedule.

The new 38-37-36 scores do not apply to personnel who have been "frozen" temporarily or made eligible under other scores, except for SK(CB) stevedores, who became eligible on the 38-37-36 basis. However, under the revisions announced in the Alnav, to take effect 1 January, enlisted personnel of the following ratings will become eligible for separation on the basis shown in the box below:

Specialist (S) shore patrol, specialist (X) key punch operators, storekeeper SK (D) disbursing, Specialist (I) punch card accounting machine operators, specialist (X) Transportation, hospital corpsmen (PhT) physical therapists and (OT) occupation therapists assigned to duty in continental U. S. Naval Hospitals or U. S. Naval Special Hospitals.

Officers of the following categories who, having acquired sufficient points for demobilization, were hitherto ineligible for release except on approval of the Chief of Naval Personnel, will automatically be eligible for release on 1 Jan without reference to BuPers:

Shore Patrol officers, officer specialists in IBM or other electric tabulating machines, postal officers, officer graduates of naval oriental language schools, officers, officer candidates and enlisted personnel under instruction (who will graduate as officers) in naval oriental schools, officers of the Cost Inspection Service and officers specializing in physical and occupational therapy and assigned to continental U. S. Naval Hospitals or U. S. Naval Special Hospitals.

The above provisions affect 3,435 officers and 20,375 enlisted personnel of which 2,350 officers and 7,392 enlisted personnel will be made eligible for demobilization on 1 January.

In addition approximately 70 officers assigned to or in special training for civil censorship duties in occupied countries have been made immediately eligible for demobilization under the point system without reference to the Chief of Naval Personnel.

However, the foregoing enlisted and officer personnel, like other Navy personnel, will be subject to retention on active duty for reasons of military necessity for a maximum of 90 days beyond the date of their eligibility for discharge.

POINTS REQUIRED FOR RELEASE

	1 Nov	1 Dec	1 Jan
Male officers (except those classified MC and naval aviators in flight status)	46	44	43
Male officers (classified MC—doctors)	53	53	51
Male officers (classified HC, H, chief pharmacist and pharmacist)	46	44	43
Naval aviators in flight status (ensign)	20	20	20
Naval aviators in flight status (other than ensigns)	39	34	30
Male enlisted personnel (except those listed below)	41	38	* 36
Water tenders	41	39	38
Chief commissary stewards	41	39	38
Ships' cooks and bakers	41	39	38
Male yeoman and storekeepers (except SKD)	44	44	44
Male specialists (C) and mailmen	44	44	44
Male specialists (I) punch card accounting machine operators	not eligible		44
Male specialists (S) shore patrol	not eligible		38
Male specialists (X) key punch operators	not eligible		38
Male specialists (X) transportation	not eligible		44
Male storekeeper (D)	not eligible		44
Male hospital corpsmen (PhT), physical therapists and (OT) occupation therapists assigned to duty in continental U. S. Naval hospitals or U. S. Naval Special Hospitals	not eligible		44
Female officers (including those classified MC, HC, and H)	32	30	29
Nurse Corps	32	32	32
Female enlisted personnel (except those listed below)	26	24	23
Female yeoman and storekeepers (except SKD)	29	29	29
Female specialists (C) and mailmen	29	29	29
Female storekeeper (D)	not eligible		29
Female specialists (I) punch card accounting machine operators	not eligible		29
Female specialists (X) key punch operators	not eligible		23
Female specialists (X) transportation	not eligible		29
Female hospital corpsmen in same categories as male hospital corpsmen listed above	not eligible		29

** Eligible with 37 points as of 15 December.*

SecNav Tightens Rules For Delaying Releases As Military Necessity

To put teeth into the enforcement of the Navy's demobilization plan and to prevent the further unwarranted holding of personnel under a claim of "military necessity", the Secretary of Navy specified in Alnav 367-45 (NDB, 15 Nov, 45-1618) the only two conditions under which personnel may be retained by their COs beyond the day they are otherwise eligible for release. They are:

- If they personally request in writing that they be retained on active duty or apply in writing for enlistment or reenlistment in the regular Navy.
- If they personally must be held for reason of "military necessity."

In clarifying the latter provision, the Alnav defines military necessity as: "A condition in which the transfer of one or more specific persons would make impossible or seriously impair functioning of a significant naval operation. It is not to be confused with convenience or desire of the commanding officer or any other commander."

COs are advised by the directive that it is expected that they "will act in conformity with the spirit and letter of this definition to expedite demobilization."

If an individual is retained beyond the date he is eligible for release, his CO must inform him, either in person or in writing, the reasons for his retention and the estimated date when he can expect to be released. If the man or woman is being retained because a relief is needed, the CO is directed to take immediate action to secure the replacement through official channels. However, the mere fact that a billet is considered to be "military necessity" is not considered ample reason for the retention of an individual, unless the CO can justify the

retention of the man under the military necessity clause.

In no case, however, may enlisted personnel be retained beyond 90 days from the date when they were originally eligible for release. Officers, however, may be retained with specific approval of BuPers in cases of extreme military necessity as set forth in pp. 17(b) of Alnav 252-45 (NDB, 15 Sept, 45-1169). COs are required to report monthly to the appropriate commands the names and reasons justifying the retention of any individual otherwise eligible for release under the point system.

As pointed out by Alnav 345-45 (NDB, 31 Oct, 45-1513), as soon as conditions permit the Navy intends to reduce the maximum period of retention for military necessity from 90 to 60 days. Thirty days notice will be given before the effective date of such reductions to permit advance planning.

BuPers Clarifies Status Of Officer Dischargees Holding Temporary Rank

Regular and reserve naval personnel, except Fleet Reservists, who are ordered to separation centers for release and who hold dual status as permanent enlisted personnel and temporary appointment as warrant or commissioned officers in the USN or USNR are entitled to bear the title of the highest rank held while on active duty and wear the uniform of such rank during inactive duty when the wearing of the uniform is appropriate.

These provisions will continue until temporary appointments are no longer permitted by law, when further instructions will be announced. Clarifying Alnav 245-45 (NDB, 15 Sept, 45-1162), these provisions were made in BuPers Circ. Ltr. 290-45 (NDB, 15 Oct, 45-1437) for Reserves. and in BuPers Circ. Ltr. 321-45 (NDB, 31 Oct, 45-1560) for regular Navy personnel.

These officers are entitled to terminal leave and are to be released from active duty by officers' separation centers. Their physical examination at the time of separation will include an examination to determine their physical qualification to hold a permanent warrant or commissioned rank in the Naval Reserve.

Such temporary warrant or commissioned officers found qualified in all respects will be offered permanent reserve commissions in the lowest rank of the corps in which they are serving. (Those holding a temporary rank of ensign or above in the Hospital Corps will be given a permanent appointment as commissioned warrant officer [chief pharmacist] because that is the highest permanent rank authorized in that corps.) Warrant or commissioned warrant officers will be offered a permanent appointment in the Reserve as warrant officers.

The permanent appointment is to be prepared by BuPers and forwarded to the individual at his home address via the district commandant, following his release from active duty by the officer separation center. Acceptance of permanent reserve appointment will not prevent the individual from later resuming a naval career in regular Navy enlisted status if he is otherwise qualified and so desires. A member of the Naval Reserve in this category who does not care to accept the permanent reserve commission will be discharged from his enlisted status in the Reserve.

Leave May Be Granted Certain Convalescents To Free Hospital Beds

Convalescent leave up to 30 days may now be granted by OinCs of all Navy and Marine Corps medical units equipped for major surgical and medical treatment to any patient officer or enlisted man of the Navy or Marine Corps who requests it in writing, with the approval of the senior medical officer, if his case meets these specifications set forth in a Joint Navy-Marine Corps ltr. (NDB, 15 Nov, 45-1658):

- The individual is on the sick list.
- He is not awaiting disciplinary action or separation from service.
- The medical officer in charge of the case recommends the leave as beneficial to the patient's health.
- The medical officer in charge of the case certifies that the patient is not fit for duty or separation; he will not need hospital treatment during the leave contemplated; and the leave will not delay final disposition of the case.

The new ruling applies to patients who are not casualties evacuated from ships or stations overseas as well as those who are. Purpose is to provide beneficial leave to patients who are awaiting further surgical attention, such as plastic, neurosurgical and orthopedic cases and others not needing active hospital care but unable to return to duty without additional convalescence, and to vacate hospital beds now being occupied by such patients.

Except for overseas evacuees, the leave is not to be granted for purposes of morale, and is not to be granted as a substitute for rehabilitation, annual, reenlistment, recruit, emergency or survivor leave.

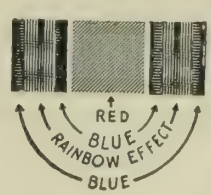
Broaden Eligibility For American Ribbon

The right to wear the American area campaign ribbon has been extended to Navy, Marine Corps and Coast Guard personnel who accumulate one year of honorable service on either temporary or regular duty within the continental limits of the U. S. at any time between 7 Dec 1941 and a closing date yet to be announced (Alnav 351-45: NDB, 31 Oct, 45-1519).

Previously the ribbon was limited to personnel who served a minimum of 30 days within the American area outside the continental limits of the U. S. or who engaged in combat with or was subjected to attack by enemy forces.

Victory Medal Awarded To All Serving This War

All men and women who serve on active duty with the armed forces of the U. S. or Government of the Philippine Islands any time between 7 Dec 1941 and a terminal date to be announced are eligible to wear the new World War II Victory ribbon (see drawing at left).



The ribbon, announced by Alnav 352-45 (NDB, 31 Oct, 45-1520), takes precedence after and is worn immediately following the area campaign ribbons for World War II.

Although the medal is not yet available, the ribbons are on sale at stores handling ribbons. The medal will be given to personnel at a later date.

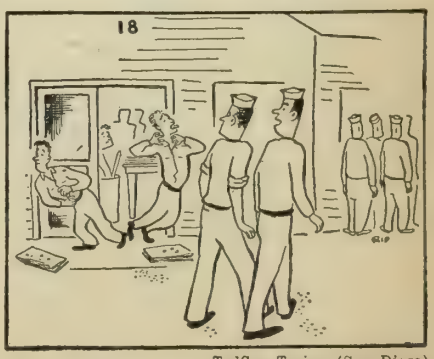
When awarded posthumously they are to be presented to the next surviving kin.

Income Tax Concessions Granted in New Tax Law

Several provisions on income tax which pertain primarily to members of the armed forces are contained in Public Law 214 which was approved on 8 Nov 1945. Detailed information for Navy personnel will be released when the provisions of the law are written into the new tax regulations and announced by the Treasury Department. The law does, however, provide for the following:

- Exclusion from gross income of all compensation for enlisted service during the war years and refund of taxes already paid with respect to such compensation.
- Payment of accumulated unpaid taxes in 12 quarter-annual installments without interest by personnel who return from extended periods at sea or overseas. Under certain circumstances other unpaid taxes may also be paid in 12 quarter-annual installments.

Until such time as the new regulations are announced, BuSandA has recommended that personnel who have unpaid taxes to pay should inquire of their local Collector of Internal Revenue for specific information concerning the installment payment privilege.



TadCen Topics (San Diego)

"Wonder what's for chow today?"

Alnav Gives Details of Cash Benefits Available Under New Enlistment Act

Details concerning furlough travel, shipping-over and dependents' quarters allowances and mustering-out pay for service men enlisting or re-enlisting in the regular Navy, Marine Corps or Coast Guard, are contained in Alnav 360-45 (NDB, 1 Nov 45-1528). The new benefits were provided in the act approved 6 Oct 1945, (first announced, ALL HANDS, November 1945).

The provisions apply to inductees, reservists or regular members of the Army, Navy, Marine Corps or Coast Guard who enlist or reenlist in the regular service after dates specified in italics in the explanation below for each type of allowance:

• **Furlough travel allowance,** will be made at the rate of 5 cents per mile by the shortest usually-travelled route to home of record or other place selected within the continental U. S. and back to duty station, as soon as COs find it possible to grant reenlistment leave to servicemen entering the regular service *on or after* 1 *June* 1945.

Any discharge travel allowance paid to such men will be deducted from the reenlistment furlough travel allowance and the allowance will be paid only once during the enlistment or reenlistment period. For sea travel, only transportation in kind and subsistence enroute will be furnished.

• **Mustering-out pay** authorized on discharge or release for the purpose of enlisting or re-enlisting or—accepting appointment in regular Navy service *on or after* 1 *Feb* 1945 (1 June 1945 in regular Army service) may be made in a lump sum payment on date of discharge or release, or in installments credited to the pay account. Men who have enlisted or reenlisted since 1 Feb 1945 who did not receive mustering-out pay may apply on NavSandA Form 550, enclosing discharge certificates or their COs certification of discharge.

• **Shipping-over pay** for all enlistments or reenlistments in regular service *on or after* 1 *Feb* 1945 will be computed at the rate now prescribed for the first pay grade. All previous honorable service, whether commissioned, warrant or enlisted status will be counted, and inactive service periods of 90 days or less between active service periods will not be deducted in the computation. Where shipping-over pay previously made on enlistments or reenlistments on or after 1 Feb 1945 was at rates less than the newly-authorized rate, adjustment will be made in the current pay accounts.

• Enlisted personnel of the first three pay grades who have dependents may receive money **allowance for dependents' quarters,** or may elect to have their dependents receive or continue to receive **family allowance.** If electing to receive money allowance for dependents' quarters, such personnel must make an allotment for the support of their dependents at least equal to the allowance. Family allowance benefits extend for the full period of all enlistments or reenlistments entered into *before 1 July 1946.*

Full details on the allowances and methods of qualifying for them are available from personnel and disbursing officers.

TadCen Topics (San Diego)

"Say, did you notice that bathing suit? Those were granny knots."

New Designations Given RTs and ARTs; Seek Men For Year's ETM Training

Radio technician and aviation radio technician rating names have been changed to electronics technician's mate (ETM) and aviation electronic technician's mate (AETM), respectively. BuPers Circ. Ltr. 325-45 (NDB, 31 Oct, 45-1564) announced last month.

Those serving as RTs or ARTs are to be changed to the new ratings immediately, with pay grade and duties to remain the same. Specialty marks of distinctive design for ETM and AETM ratings are now under consideration and will be announced in the near future. Until then, the present ART and RT rating insignia will continue to be worn.

In view of the critical shortage of men in ETM and AETM rates, BuPers issued an urgent call last month in NavAct No. 8-45 (NDB, 15 Nov, 45-1637) for qualified personnel to submit requests for approximately one year of training in radio materiel.

The call was restricted to enlisted men in the regular Navy in the following categories: (1) men in ARM, RM, EM, AEM, SoM and RdM ratings; (2) those in other ratings who have previously passed the Eddy test but who were not selected for radio technician training, and (3) those with two years of obligated service from time of entry in the school and who have MKE and GCT scores of 55 or better. The classes are to convene 10 December and every two weeks thereafter. Graduates will be rated ETM or AETM in the same or higher pay grades in accordance with current directives.

Regardless of the forwarding endorsement all requests from shore activities are to be forwarded to BuPers for action, and all requests from forces afloat are to be forwarded to ComWesSeaFron or ComServLant as appropriate for final selection and inclusion in assigned quotas.

Extend List of Rates Now Open to USNs

All ratings, except specialist, ship repair and construction battalion rates, have been opened by NavAct 3-45 (NDB, 31 Oct, 45-1535) to men who are found to be qualified in all respects for enlistment or reenlistment in the regular Navy

As no provision is being made in the peacetime Navy for specialist or ship repair rates, they are not included. Special instructions covering the enlistment or reenlistment of CB personnel were issued. (see below).

Seabee Billets Open To Navy Transferees

Seabees interested in discharge and immediate enlistment or reenlistment in the regular Navy Construction Battalion should submit their requests without delay via COs. BuPers expects to issue authorizations commencing 15 December for a limited number of CB billets in the postwar Navy, according to AlNav 374-45 (NDB, 15 Nov. 45-1625).

All CB ratings except boatswain's mate stevedore, gunner's mate armorer and storekeeper stevedore will be open. Recommendations should indicate clearly the present rate and permanent rate if applicable and skill designation, and should be airmailed to BuPers from activities outside the continental U.S., the Alnav said.

Applicants are required to meet the specifications for regular Navy enlistment, including citizenship in the U.S. or insular possessions; age within 18 to 30 years, inclusive, with previous service to be deducted from the present age if necessary to qualify; physical condition as outlined in chapter 11 of BuMed Manual modified in BuPers Circ. Ltr. 225-45 (NDB, 31 July, 45-912); and a score of 40 or above in the Fleet Edition GCT within three months of the discharge date. Enlistments will be for four years.

Men volunteering for enlistment or reenlistment in the postwar Navy CB will be retained on active duty pending action on their requests. They will be entitled to reenlistment leave as well as reenlistment leave travel allowance, mustering-out pay and shipping-over pay provided for men who transfer or reenlist in the Regular Navy. (see col. 1 this page).

Retailers May Handle Air, Sub Combat Insignia

The sale of aircrew and submarine combat insignia by civilian retail sources to personnel authorized to wear them has been authorized by BuPers Circ. Ltr. 322-45 (NDB, 31 Oct, 45-1561). Previously they could be sold only by ship's service and ship's stores.

USN Men With Four Years' Sea Duty Now May Ask for Shore Assignment

The shore duty eligibility list for regular Navy enlisted men, which was suspended during the war, has been reestablished by BuPers Circ. Ltr. 327-45 (NDB. 31 Oct. 45-1566). Under this directive men who have served long periods at sea or overseas are to be given an opportunity to submit individual requests to the Chief of Naval Personnel for assignment to shore duty in continental U. S. naval districts, river commands and naval air training commands.

To be eligible for consideration, enlisted men must have served a minimum of four years continuously at sea or at an overseas base, except for aviation branch ratings who may submit applications after three years' continuous sea or overseas duty.

Total continuous sea duty will be the controlling factor in selecting men for transfer to shore duty, and those with the longest continuous tour of duty at sea or overseas will be selected first for transfer to continental shore billets. The four- and three-year requirement will be raised or lowered from time to time, depending upon the needs of the shore establishment, and the requirements for various rating groups. The directive does, however, point out that it may not be possible to assign to shore duty all those who qualify under the minimum sea duty requirements.

COs are to forward direct to BuPers (Att: Pers-6302) individual requests submitted by enlisted men who meet these requirements:

• Must be serving in the USN, with two years obligated service remaining on current enlistment, or enlistment as extended. Men serving in an extension of enlistment which will expire within less than two years, may agree to reenlist in order to become eligible for submission of request, by indicating their intention on p. 9 of their service record over their signature.

• For purposes of the directive, "continuous sea and overseas service" is defined as including periods of duty in the U. S. between sea or overseas assignments, such as new construction details, instruction in service schools, hospitalization, general detail, etc. provided that the combined total of all such interrupted periods does not exceed nine months during a four-year period for general service ratings, and nine months during a three-year period for aviation branch ratings.

Personnel may express three choices for shore duty, which should be indicated by naval district and the locality within the district where they prefer to be assigned. The second choice, however, is to be in a naval district other than that expressed as their first choice. The optional choice "anywhere in the U. S." may be indicated as first choice, or if so desired, may be given as a third choice.

As far as practicable, it is the desire of the Chief of Naval Personnel, that eligible men be assigned to shore duty in the locality of their choice, with the following general principles applying:

• Enlisted personnel are to be carried on only one eligibility list at a time, either for duty in a naval district, as provided by the directive, or for recruiting duty, as provided by BuPers Circ. Ltr. 246-45 (NDB, 31 Aug. 45-1077) and reported on p. 77, October 1945 ALL HANDS. Requests should not, however, be submitted under both plans.

• Men who request district shore duty or recruiting duty and, prior to receiving orders thereto, decide that they no longer desire a shore assignment should immediately request removal of their name from the eligibility list.

• Men serving in newly commissioned ships, including ships placed in commission after modernization, or from the reserve fleet, are not considered eligible for district shore duty or recruiting duty until the ship has been in full commission for 12 months.

• Men completing a course of instruction in a Class B or C service school will not be ordered to shore duty prior to completion of 12 months' sea duty following graduation.

Personnel in the regular Navy who do not meet the requirements for a tour of duty ashore prescribed by the directive, but who have family hardship cases or other humanitarian reasons for needing shore duty in the States, may submit their requests to BuPers, accompanied by documents substantiating their claim.

A sample application letter for men requesting shore duty may be found in BuPers Circ. Ltr. 327-45 (NDB, 31 Oct, 45-1566).

WHAT'S IN A NAME?

Dead Horse

Many a gay but impecunious sailor has spent his first month at sea working for a "dead horse." The man of the sea wanted to play host to a last night of wild delight before the long voyage. Being improvident, he could finance the affair only by drawing his first month's pay in advance. This advance was called a "dead horse." ("Horse" is slang for work paid for in advance; if the money was spent so quickly, obviously it was quickly pretty "dead.") When the advance money was finally worked off, an effigy of a horse was fashioned. With mock ceremony and boisterous hilarity the sailors tossed the horse into the sea.

WHAT'S THE ANSWER?

Know Your Ladies

1. A Gibson Girl would serve a sailor best
(a.) on shore leave.
(b.) on a life raft.
(c.) on a dog watch.

2. If the Chief announces that "Rose Lashing's been done wrong," he is referring to
(a.) the girl you left behind.
(b.) a rope securing two pieces together.
(c.) the hoisting of a pennant.

3. Granny is
(a.) an insecure knot.
(b.) a square knot.
(c.) a reef knot.

4. Rosie is
(a.) a spit kit.
(b.) a radio broadcaster.
(c.) a garbage can.

5. The "Fighting Lady" refers to
(a.) a battleship.
(b.) a cruiser.
(c.) an aircraft carrier.
(d.) a submarine.

6. Match the ladies, men:

(a.) Miss Liberty	(1.) stormy petrels
(b.) Miss Stays	(2.) crossing the line
(c.) Her Highness Amphitrite	(3.) situation of a sailing vessel which has failed to come about
(d.) Pearl of the Antilles	(4.) island of Cuba
(e.) Mother Carey's Chickens	(5.) life jacket
(f.) Mae West	(6.) drum of a windlass for heaving in line
(g.) Gypsey	(7.) a popular tattoo

7. Santa Barbara is the patron saint of
(a.) aviators.
(b.) ordnance men.
(c.) engineers.
(d.) boatswains.

8. Nancy Lee is
(a.) sister ship of the *Robert E. Lee.*
(b.) a sailor's wife.
(c.) top ranking yeomanette of World War I.

9. The "Queen of the Fleet' is
(a.) the *Pennsylvania.*
(b.) the *New York.*
(c.) the *New Mexico.*
(d.) the *Missouri.*

10. A sailor exclaims "the girls have got hold of the towrope" when
(a.) all is going well, going home.
(b.) all is fouled up.
(c.) there are women on board.
(d.) half the crew has shore liberty.

ANSWERS TO QUIZ ON PAGE 77

Planning to Buy Surplus War Property? SPA Gives Details for Eligible Veterans

For veterans of World War II who are interested in the purchase of surplus war property for use in their businesses or professions, the Surplus Property Administration has set up a certain procedure to be followed in making application for a preference rating for purchases.

Here, step by step, is that procedure:

• The veteran takes his discharge papers, terminal leave papers or other proof that he is a veteran to the nearest office of the Smaller War Plants Corporation (see list below).

• He gives the SWPC a description of the business or profession in which he will use surplus war property, and a list of the kind and quantities of property he wishes to buy.

• The SWPC will issue him a certificate stating that he has preference rights as a veteran and listing the kind and quantities of property he wants to buy. If there are different kinds of surplus property involved, the SWPC may give him more than one certificate.

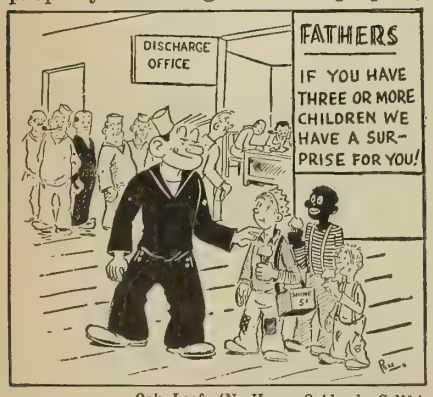
• After the veteran has received his certificate he presents it to the disposal agency actually selling the property he wants to buy. The SWPC will give him a hand in finding the proper agency and if he is unable to deal directly with the agency, the SWPC will handle it for him.

• The disposal agency will tell the veteran where the property he wants to buy is located, and he may go and inspect it if he desires.

• After he's found the property and inspected it, he is ready to complete financial arrangements. Payment may be arranged with the disposal agency or through the SWPC, and in some cases credit may be obtained.

• After payment has been made or credit arranged, the veteran will tell the disposal agency where to ship the property if he can't take possession of it on the spot.

The veteran will follow this procedure in the purchase of practically every type of surplus war property with the exception of land or real property. For agricultural property he applies directly to the Department of Agriculture; if it's grazing property, to the Interior Department; housing property, to the National Housing Agency, and industrial real property to the Reconstruction Finance Corporation.



Oak Leaf (NavHosp, Oakland, Calif.)

"—And all you have to do is walk in and yell 'Daddy!' "

Any honorably discharged or released veteran who served in the armed forces on or after 16 Sept 1940 is entitled to preference in buying surplus war property, and this provision includes men on terminal leave and those placed on inactive status but not finally released or discharged.

However, the veteran can qualify for a preference rating only if he clearly establishes the fact that the surplus war property he wishes to buy is to be used in setting up or running his own small business or profession. No purchases for personal use can be made on a preferential basis, although a veteran may have preference in purchasing property that he can prove is required in his employment, even though he is not the proprietor of a business. For example, if he is a salesman and his employer requires him to have a car, he is entitled to buy one, but only if he shows proof that the automobile is required.

To clarify the meaning of "own" business and "small business", the SPA defines them thus:

• "Own" business or profession is one of which more than 50 percent of the invested capital or net income is owned by or accrues to a veteran, or group of veterans.

• "Small business" may include any commercial or industrial enterprise, or group of enterprises under common ownership, which does not at the time of purchase have more than 500 employees, or any such enterprise which, by reason of its relative size and position in its industry, is certified by the SWPC, with SPA approval, to be a small business.

Since the SWPC is one of the fountainheads of information on surplus war property, here is a list of SWPC district offices. This list will give the veteran a hand in locating the one nearest his home where he can go to discuss his surplus property problem:

Birmingham, Ala., Phoenix, Ariz., Little Rock, Ark., San Francisco and Los Angeles, Calif., Bridgeport, Hartford and New Haven, Conn., Denver, Colo., Wilmington, Del., Jacksonville, Tallahassee, Tampa and Miami, Fla., Atlanta, Ga., Boise, Idaho, Chicago, Decatur, Peoria, Rockford, Ill., Evansville, Fort Wayne, Indianapolis and South Bend, Ind., Davenport and Des Moines, Iowa, Wichita, Kans., Louisville, Ky., New Orleans, La., Portland, Maine, Baltimore, Md., Boston, Lowell, Springfield and Worcester, Mass., Detroit, Grand Rapids and Saginaw, Mich., Duluth and Minneapolis, Minn., Jackson, Miss., Kansas City and St. Louis, Mo., Helena, Mont., Omaha, Neb., Manchester, N. H., Newark and Trenton, N. J., Albuquerque, N. M., Albany, Brooklyn, Buffalo, New York, Rochester, Syracuse and Utica, N. Y., Charlotte, N. C., Fargo, N. D., Toledo, Canton, Cincinnati, Cleveland, Columbus, Dayton and Lima, Ohio, Oklahoma City and Tulsa, Okla., Portland, Ore., Allentown, Reading, Erie, Harrisburg, York, Philadelphia, Scranton and Pittsburgh, Pa., Providence, R. I., Columbia, S. C., Sioux Falls, S. D., Chattanooga, Knoxville, Memphis and Nashville, Tenn., Dallas, El Paso, Houston, San Antonio, Texarkana, Tex., Salt Lake City, Utah, Montpelier, Vt., Richmond, Norfolk and Roanoke, Va., Spokane and Seattle, Wash., Charleston, W. Va., Eau Claire, Green Bay, Madison, Milwaukee, Wausau, Wis.

In order to answer some of the questions that exist in the mind of the veteran concerning the surplus property program, the SPA has prepared a list of questions and answers that clarify some of the more important phases of the program. They may aid you in solving your particular problem.

Are there any limits on the amount of property a veteran can buy and what is the purpose of setting limits?

• Yes. Minimum limits are established because the cost of handling certain kinds of property in quantities smaller than those in which they would normally be handled would be too high. Maximum limits are imposed to insure fair distribution and guard against any one man getting a "corner" on the market.

How can a veteran locate property of the kind he wishes to purchase?

• At the nearest of 150 field offices of the SWPC (see above), at the nearest disposal agency, or from the periodically issued lists of property declared surplus which will be sent the veteran on request. In addition SPA headquarters in Washington stands ready to aid and advise the veteran at all times.

Is a veteran permitted to examine property before he buys it and if he is not able to inspect it, will the government guarantee it to be of high quality?

• He can inspect the property, but the government will not guarantee it to be of high quality since many items are declared surplus because they don't meet government standards. The government offers only the assurance that the quality and condition of the property is not misrepresented, and many sales will be on an "as is, where is" basis.

Is a veteran about to resume civilian practice of a profession entitled to preference in the purchase of building material and furnishings for a house which is to serve both as an office and a dwelling place?

• The SWPC will determine in individual cases to what extent he is entitled to preference according to the proportionate uses to which the structure is to be put. If its main function is to serve as a home, he is entitled to preference only on such items as are necessary to establish and furnish his professional quarters.

Do length of service overseas, combat ac-

The Hoist (San Diego)

"Well, men, you've played a perfect first half. I haven't a thing more to say, so you can fall in at your places and we'll have locker inspection."

tion, wounds and decorations have any bearing on a veteran's preference rating?

• No.

Does a veteran have preference in buying real estate?

• Yes. After the property has been subdivided into appropriate economic units, such as family-sized farms, building lots, etc., the disposal agency fixes what it considers a fair price for each unit. Before the property can be disposed of, except to the original owner or a federal or state agency, the veteran may apply for the purchase of any or all units offered for sale at the fixed price. A veteran may exercise his preference to buy real property only once.

How are prices fixed on sales to veterans?

• Disposal agencies will sell surplus property to veterans at a fair value which will not be greater than the lowest price which is offered to many trade levels at the time of purchase to the veteran.

One thing the veteran should remember is the fact that his preference rating is good only for his initial purchase. He is entitled to a stock of surplus property on a preferential basis to get his business or profession underway, but additional purchases must be made on the same basis as those made by any other buyer. In addition, his preference is subordinate to the priorities exercised by federal, state and local government agencies and certain health and educational institutions.

The SPA warns all veterans that many items, particularly cars and light trucks, are still on the "scarce" list, and certain others may never be plentiful enough to satisfy all demands. However, SPA says every effort will be made to insure a fair and equitable distribution among veterans of existing stocks of surplus war property.

BuPers Revises Letter On Officer Transfers

Changes made in BuPers Circ. Ltr. 288-45, covering transfer of reserve and temporary USN officers to the regular Navy, have been called to the attention of officers interested in transfer.

The revised circular letter appears in NDB, 15 Nov, 45-1639, and the revisions, entitled "Change One and Change Two to Circ. Ltr. 288-45," also have been printed separately for the benefit of persons holding a copy of the original circular as printed in pamphlet form.

Change One deals primarily with age qualifications and contains a revised, simplified age table for the various corps, ranks and dates of rank. Age qualifications for Medical, Dental, Chaplain and Civil Engineer Corps officers have been liberalized from those specified in the original form of the circular. Age qualifications for Line, Supply and EDO officers remain the same.

Change Two presents a clearer picture of lineal position, fixes the termination of temporary appointments, and specifies that newly-commissioned Reserve or temporary commissioned, commissioned warrant or warrant USN officers shall have at least six months' active duty before requesting transfer to the regular Navy.

Change Two also slightly revises the form of application to reduce delays due to errors in submission. It will not be necessary, however, for officers whose applications for transfer have been made to resubmit requests.

Officers May Receive Navy Medical Service During Terminal Leave

A clarification of an officer's right to medical and hospital treatment while on terminal leave has been issued in AlStaCon dated 31 Oct 1945.

Although revised statutes prohibit the payment of civilian medical and hospital expenses for officers while on leave, they are eligible to receive such services from facilities of the Medical Department of the Navy wherever available. However, if none are available, then they may apply, under the reciprocal agreement, to the Army or Public Health Service. If the officer is to receive treatment by a veterans' facility, prior authorization must be obtained from BuMed.

An officer's right to treatment or hospitalization by the Navy, Army or Public Health Service ends with the termination of his active duty status. After that, the Veterans Administration regulations apply and local VA managers should be consulted.

Navy Radio Now Handling Urgent Personal Notices

Overseas and shipboard radio circuits again became available for urgent personal and emergency messages to and from Navy personnel all over the world on 15 Nov 1945, by authorization of CNO in AlComPac 11. Only cost for this service, resumed with return to peace, is the expense of telegraphing or mailing the messages to or from the naval radio station which forwards them.

The Hoist (San Diego)

"A special communique from Miss Schultz states that the book we are looking for is 17 days overdue and is presumed by the Navy to be lost."

For men with New York Fleet Post Office addresses, messages should be sent to the Naval Communications Office, Washington 25, D. C.; and to the Naval Communications Office, 12th Naval District Headquarters, San Francisco, for men with San Francisco Fleet Post Office addresses.

Right to reject messages of unusual length, congratulations or greetings, and those of questionable urgency is reserved by the Navy, which also warns that mail delivery may be necessary at times until the load on fleet radio circuits is reduced.

Need Overseas Postmark To Get 6c Air Mail Rate

The following summary of postal provisions covering the amount of postage required on air mail letters mailed by armed forces personnel coming ashore in the United States has been announced by CNO:

• To be eligible for the special overseas rate of six cents per half-ounce or fraction thereof, air mail letters for delivery within the continental U. S. from members of the armed forces must not only show an overseas A.P.O. or fleet post office in the return address, but also must bear an overseas cancellation postmark, such as "U. S. Navy".

• Air mail letters mailed by military personnel in civilian channels ashore for U. S. delivery must bear postage at the rate of eight cents per ounce, regardless of return address.

ANSWERS TO QUIZ ON PAGE 75

1. (b.) It is a one-way radio.
2. (b.)
3. (a.)
4. (c.)
5. (c.)
6. (a.)-(7) (b.)-(3), (c.)-(2), (d.)-(4), (e.)-(1), (f.)-(5) and (g.)-(6).
7. (b.)
8. (b.) In the sailor song of the same name.
9. (c.)
10. (a.)

ALNAVS, NAVACTS IN BRIEF

Alnavs apply to all Navy, Marine Corps and Coast Guard ships and stations; NavActs apply to all Navy ships and stations.

Alnavs

No. 348—Clarifies "military necessity" under point system.

No. 349—Deals with administrative procedure in connection with release of officers.

No. 350—Sets up rules for disbursing officers to follow in stopping allotments for personnel being separated from service.

No. 351—Extends eligibility for American area award. See p. 73.

No. 352—Announces World War II Victory Medal. See p. 73.

No. 353—Lowers points for naval aviators in flight status. See p. 72.

No. 354—Amends list of personnel accounting offices.

No. 355—Requests applications for certain publication personnel; announced on p. 72 November 1945 ALL HANDS.

No. 356—Lowers points for members of Navy Nurse Corps. See p. 72.

No. 357—Extends deadline for submission of recommendations for certain awards.

No. 358—Announces Joint Chiefs of Staff policy on disposition of supplies, material and equipment.

No. 359—Cancels Alnav 34-42 (NDB, cum, ed. 1943, 42-2014) dealing with construction of quarters.

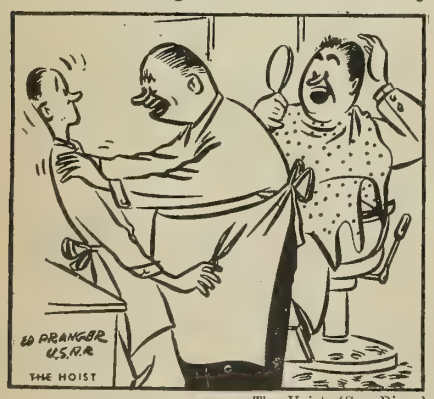
No. 360—Deals with certain benefits for purpose of stimulating enlistments and reenlistments. Se p. 00.

No. 361—Cancels Alnav 32-45 (NDB, Jan-June, 45-131) dealing with restriction of sale of searce articles to armed services.

No. 362 and 363—Deal with preparation and submission of NavPers Form 625 (report of enlisted personnel).

No. 364—Brings up to date certain changes in regulation on cash clothing allowance for enlisted men.

No. 365—Calls for applications from USN line officers, classes 1937 to 1943 inclusive, and from temporary officers and USNR officers transferring to regular Navy, for one-year course in naval intelligence to convene 1 July 1946; states that plan is to assign graduates to intelligence billets when on shore duty, and that successful completion of course will in no way interfere with usual rotation of sea and shore duty; applications to be submitted via official channels to reach BuPers prior to 1 Apr 1946.



The Hoist (San Diego)

"Think, Mullins, think! You're not in the Navy anymore!"

No. 366—Cancels that part of Alnav 145-44 (NDB, July-Dec, 44-910) which states "flight orders of men designated combat aircrewmen shall not be revoked unless and until their combat aircrewman designation is revoked."

No. 367—Clarifies rule under which personnel eligible for separation may be retained on duty. See p. 72.

No. 368—States procedure for providing rations to other than Navy and Marine Corps personnel.

No. 369—Announces appointment to next higher rank for temporary service, to rank from 1 Nov 1945, of regular and reserve Navy Nurse Corps ensigns who reported for continuous active duty on 1 Apr 1944.

No. 370—Announces appointment to next higher rank for temporary service, to rank from 1 Nov 1945, of those lieutenants on active list of regular Navy, line and staff corps, whose date of rank is between 2 Oct 1943 and 1 Nov 1943, inclusive; and those lieutenants (junior grade), ensigns and non-commissioned warrant officers, USN, line and staff corps, whose date of rank are within period 1 April to 1 May 1944, inclusive; and those lieutenants, lieutenants (junior grade), ensigns and non-commissioned warrant officers, line and staff corps, of the Naval Reserve, whose date of commencement of continuous active duty in their respective rank is within the same periods as for equivalent rank given above.

No. 371—Requests, because demand has exceeded available stocks, that sales to dischargees of items for civilian wear referred to in Alnav 250-45 (NDB, 15 Sept, 45-1167) be limited to following quantities:

1 blanket
2 heavy drawers
6 nainsook drawers
12 handkerchiefs
1 jack-knife
3 chambray shirts
1 pair low shoes and 1 pair high shoes or 2 pairs low shoes
6 pairs black cotton socks
4 pairs natural wool socks
6 cotton undershirts
2 heavy undershirts
2 dungarees

No. 372—Deals with unauthorized wearing of Navy Unit Commendation ribbon. See p. 79.

No. 373—Contains administrative details on ordering of certain officers.

No. 374—Announces opening to CB personnel of enlistments and reenlistments in regular Navy.

No. 375—States that use of word "radar" is henceforth unclassified.

No. 376—States that in view of reported injuries and fatalities resulting from pranks in connection with crossing the line ceremonies, COs are to be held strictly accountable for those ceremonies and similar hazing within command on any occasions; says that symbolism may be retained but degrading and potentially dangerous practices including many antics heretofore tolerated are to be discontinued.

No. 377—Announces by name appointment for temporary service to rank of commander of certain members of Medical Corps, USN and USNR, including Women's Reserve.

No. 378—Announces by name appointment for temporary service to rank of commander of certain members of Civil Engineer Corps, USN and USNR.

No. 379—Announces by name appointment for temporary service to rank of commander of certain members of Chaplain Corps, USN and USNR.

No. 380—Contains administrative details on stoppage of allotments.

No. 381—Announces by name appointment for temporary service to rank of commander of certain members of Dental Corps, USN and USNR.

NavActs

No. 1—Deals with distribution of NavPers Form 553 (report of separation from naval service).

No. 2—Announces that effective immediately terms of service for first enlistment and reenlistment in regular Navy are two, three, four or six years at option of man concerned, except that applicants 17 years old may not be enlisted to exceed 21st birthday.

No. 3—Amends basic directive on transfer or reenlistment of enlisted men to regular Navy.

No. 4—States that requests for release to inactive duty from USNR officers based on personal hardship are being unduly delayed in forwarding via chain of command, and states that they should be forwarded direct to BuPers by CO of officer concerned.

No. 5—Provides for having officers and men complete settlement of miscellaneous claims such as per diem, mileage and other reimbursable items by local disbursing officers prior to transfer for separation.

No. 6—Announces Navy policy on personnel serving under temporary appointments. See p. 79.

No. 7—Provides that copy of NavPers Form 553 (notice of separation) be given to dischargee for delivery to local Selective Service Board for use of the reemployment committeeman in area where dischargee lives.

No. 8—Invites requests for year's radio materiel course from certain regular Navy personnel. See p. 74.

Seabag (Norfolk NTS)

"Boy, am I hungry!"

NavAct Reveals Future of Temporary Officers

The first official word on the future status of temporary appointments was recently made in NavAct 6-45 (NDB, 31 Oct, 45-1635) which said:

"The Department understands unofficially that officers, USN and USNR, serving under temporary appointments whose permanent status is chief warrant, warrant or enlisted are concerned over future policy regarding their temporary status.

"Services of such officers are needed and the Department intends that those who remain on active duty will be employed in duties commensurate with the rank in which serving as long as the temporary appointment law remains in effect. During this period they will continue to be considered for promotion with their contemporaries."

Under the Act of 24 July 1941 (Title 34, USC 350i) and amended by the Act of 30 June 1942 (Title 50, USC 812, 814), temporary appointments and promotions, unless terminated earlier by the President, may be continued in effect until "six months after 30 June of the fiscal year following that in which the present war shall end."

If, for instance, the war should be declared at an end during this fiscal year (on or before 30 June 1946), temporary appointments could remain in effect to 31 Dec 1947.

It is expected that all reserve officers will be released to inactive duty by 1 Sept 1946—under the Navy's demobilization plan, except, of course, for those who request to remain on active duty. If there are any of these reserves on active duty when the temporary promotion law terminates, they will be reduced in rank, as will regular Navy officers serving under temporary promotions, as the temporary promotions for both regulars and reserves is provided for by the same law. Most reserves now serving have a permanent commission in the reserves; their promotions since their initial appointment have been by Alnav or by selection board for "temporary service."

By the time the temporary appointments terminate, however, it is anticipated that legislation will be enacted to provide for the postwar reserve as well as the adjustment of permanent ranks of *all* officers, regulars (including temporary USN) and reserves (active and inactive).

No announcement was made on the possible future status of temporary enlisted ratings.

Officers Advised To Use Leave Address Postcards

Because of the necessity of knowing where an officer can be reached when on leave between change of duty stations, BuPers invites attention to the urgency for using the return-address postcard (NavPers 322) which is enclosed with each set of orders issued by the Bureau. Officers are urged to use the card to advise BuPers of their intended addresses.

Unauthorized Use Made Of Navy Unit Ribbon

Large numbers of personnel are erroneously wearing the Navy Unit Commendation ribbon to indicate participation in the Okinawa campaign or as a 3rd, 5th or 7th Fleet commendation ribbon, the Navy Department disclosed in Alnav 372-45 (NDB, 15 Nov, 45-1623). As the Navy has neither authorized an Okinawa ribbon nor awarded the Navy Unit Commendation ribbon to the 3rd, 5th and 7th Fleets, COs are advised by the Alnav to take immediate steps to stop the unauthorized wearing of the ribbon.

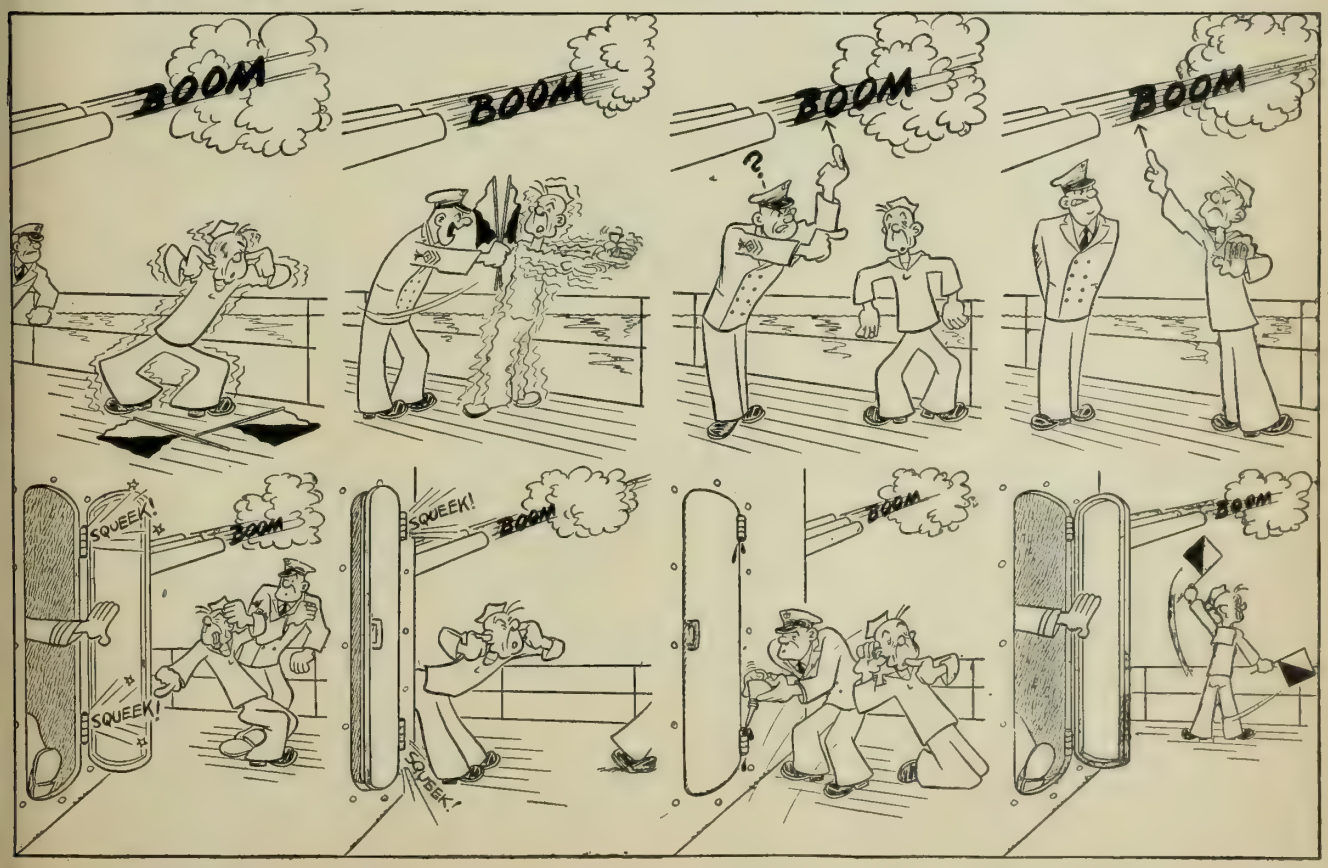
The only personnel entitled to wear the Navy Unit Commendation ribbon are those who were assigned to units which have been awarded the ribbon.

Scholarships Available To Officers' Daughters

Daughters of regular Navy and Marine Corps officers who were on active duty 1 Sept 1939 and still are on active duty are eligible for scholarships valued at $200 applicable toward board and tuition at Stephens College.

The college, affiliated with the Baptist church, enrolls girls for the last two years of high school and for junior college, and is located at Columbia, Mo. All students applying must pass entrance requirements. The scholarships are not available for daughters of reserve officers or retired officers on temporary duty.

ALL THUMBS — **IT'S THE LITTLE THINGS IN LIFE . . . .**



FANTAIL FORUM

QUESTION: Of your wartime Navy experiences, which one do you think will leave the most lasting impression?

Joseph Yannone, SSMB2c, Philadelphia, Pa.: "One morning at the Navy hospital, in Bethesda, I was told to go to a room and shave a Mr. Jones. I entered the room. The man's face was very familiar. It didn't take me long to place the patient. It was Cordell Hull. I was plenty excited and worried that he might not be pleased."

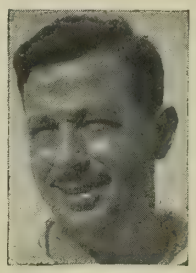
William A. Hardin, MMS1c, Morganton, N. C.: "I don't think it's possible to pick out one thing and say that's what'll stick in my mind. There are a lot of things I think are very important to me right now, but they might mean nothing at all a few years from now. But I guess I won't forget what close friends guys got to be when they were in a tough spot together and how they'd respect each other after."

Harvey Barrineau, PhM3c, Pensacola, Fla.: "What sticks in my head is the first time I had to take care of a patient. I had just come out of corps school and was told to take care of an enlisted man who'd just been operated on. I was supposed to make up the bed while he was in it and I was scared I might hurt him. I fooled around with the sheet for a while then I yelled for the nurse. She told me it was my job and I'd have to do it myself. I did it. Nobody got hurt."

Jack R. Llewellyn, ARM3c, of Barton, Md.: "It's strange but I keep remembering my first day in the Navy and I think that's something I'll never forget. I never had to put up with any real discipline until I came into the Navy. And then that first day I got plenty! I guess I must have thought everyone was going out of his way to be nasty to me. But when I saw everyone else was getting the same deal it wasn't so bad and I figured if they could take it so could I."

Walter E. Ashby, S1c, Danbury, Conn.: "One thing I learned while in the Navy was what swell people the Scotch are. I won't forget my two months in Scotland for a long time. You'd go into Glasgow and they'd never hike the prices just because you were in an American uniform and were supposed to have a lot of money. Another thing, they wouldn't ask you how old you were when you wanted a drink. They figured if you were old enough to be wearing your uniform you were old enough to drink and they treated you like an old—and I don't mean close—friend."

Clement Nussbaum, PhM2c, Washington, D. C.: "There are a few things that I'll remember for some time. I remember the time I went from Philadelphia to the Coast, expecting to spend a couple of months there. But within 24 hours I was on my way to Iwo. Then there was the Kamikaze that came pretty close off Okinawa. But I guess what meant most to me was treating evacuees at Iwo and Okinawa. It really feels good to watch a guy getting well after you've helped treat his wounds. That made up for the rough going."



Norman Glover, RM3c, Gaithersburg, Md.: "I suppose I should have gotten used to the Navy business where you're always hurrying up to wait. But one time it really got me down. We'd been told to load up our LST on the double because we were supposed to be shoving off for some other island in the Pacific. We got all loaded and then guess what? That's right. We waited around. We waited for two days before we left port. And during those two days all liberties were cancelled."

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs. It therefore cannot always fully record achievements of units or individuals, and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin; followed by the initials "cum. ed," they refer to the cumulative edition of 31 Dec. 1943, which superseded all semi-monthly issues through that date; by "Jan.-July" or "July-Dec.," to the collated volumes for those six-month periods of 1944, containing all 1944 letters still in effect at the end of each of the two periods.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB., cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly.

Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of four copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

At ship's stores and ship's service stores where unit packaging plan for magazines is in effect, ALL HANDS is on sale to naval personnel at 15c per copy as indicated on the cover of those issues.

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SHANGHAI BUMBOATS

ALL HANDS MAGAZINE

NAVAL CALENDAR

SIGNIFICANT DATES IN NAVAL HISTORY

JANUARY
24 Battle of Makassar Strait (1942)
31 Invasion of Kwajalein (1944)

FEBRUARY
14 U. S. flag first recognized (1778)
15 USS *Maine* explodes (1898)
16 Decatur hero at Tripoli (1804)
19 Invasion of Iwo Jima (1945)

MARCH
9 *Monitor, Merrimac* battle (1862)
31 Perry at Yokohama (1854)

APRIL
1 Invasion of Okinawa (1945)
6 Navy's Peary at North Pole (1909)
6 U. S. enters World War I (1917)
20 First aircraft carrier (1920)
30 Congress starts U. S. Navy (1798)

MAY
1 Dewey Manila Bay victor (1898)
3 Stoddert named first SecNav (1798)
4 U. S. DDs across (1917)
7 Germans surrender (1945)
7-8 Battle of Coral Sea (1942)
27 Navy plane crosses Atlantic (1919)

JUNE
3-6 Battle of Midway (1942)
6 Invasion of Normandy (1944)
15 Saipan invaded (1944)
19-20 Battle of Philippine Sea (1944)

JULY
3 Victory off Santiago (1898)
9 Invasion of Sicily (1943)
12 Panama Canal opened (1920)
21 Guam retaken by Americans (1944)
24-28 Last of Jap Fleet sunk (1945)

AUGUST
4 Coast Guard founded (1790)
5 Farragut Mobile Bay victor (1864)
6 First atomic bomb hits (1945)
7 Invasion of Guadalcanal (1942)
15 Invasion of Southern France (1944)

SEPTEMBER
2 Japs sign surrender paper (1945)
3 Italy invaded (1943)
8 Italy surrenders (1943)
10 Battle of Lake Erie (1813)
11 Battle of Lake Champlain (1814)
23 *Bonhomme Richard-Serapis* battle (1779)

OCTOBER
10 Academy set up, Annapolis (1845)
12 First sub commissioned (1900)
18 U. S. Fleet at Yokohama (1908)
20 Invasion of Leyte (1944)
23-26 Battle of Leyte Gulf (1944)
29 First steam warship, *Fulton* (1814)

NOVEMBER
8 Invasion of North Africa (1942)
10 Marine Corps established (1775)
11 World War I armistice (1918)
12 Naval limitation conference (1921)
14 First Navy pilot ship take-off (1910)
17 Navy gets first U-boat (1917)
21 Invasion of Tarawa (1943)
21 German Fleet surrenders (1918)
29 Navy's Byrd at South Pole (1929)

DECEMBER
7 Japs attack Pearl Harbor (1941)
22 First U. S. Fleet authorized (1775)

1946

1946 JANUARY 1946

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1946 FEBRUARY 1946

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1946 MARCH 1946

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1946 APRIL 1946

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1946 MAY 1946

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1946 SEPTEMBER 1946

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1946 NOVEMBER 1946

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1946 DECEMBER 1946

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